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PRELIMINARY MITIGATED NEGATIVE DECLARATION

Date of Publication of Preliminary Mitigated Negative Declaration: March 18, 2006

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street, 5th Floor, San Francisco, CA 94103

Agency Contact Person: Rana Ahmadi

Telephone: (415) 558-5966

Project Title: 2002.1077E - Glide Residential Development

Project Sponsor: Glide Economic Development Corporation, in partnership with Tenderloin Neighborhood Development Corporation and Millennium Partners

Project Contact Person: Paula Collins

Telephone: (415) 896-2300

Project Address: 125, 141, 149 Mason Street, San Francisco

Assessor's Block(s) and Lot(s): Block 331, Lots 2, 3, and 4

City and County: San Francisco

Project Description: The proposed Glide Residential Development project (proposed project) is the construction of an eight-floor homeless housing building (Building 1) and a 14-floor affordable family housing building (Building 2) on the west side of Mason Street, between Ellis and Eddy Streets. The proposed project would replace 20,000 square feet of surface parking lots on three lots. Building 1 would include 56 studio units, approximately 1,372 gross square feet (gsf) of office space, 1,180 gsf of café space, 2,987 gsf of lobby, lounge, hallway, and bathroom space, and 6,446 gsf of mechanical and utility space. Building 1 would not provide any parking spaces. Building 2 would include 81 multiple family units, 1,380 gsf of office space, 1,847 gsf of classroom and community room space, 27,178 gsf of hallway, stair, and elevator space, 4,021 gsf of mechanical and utility space, 886 gsf of lobby, lounge, and study space, and 14 underground parking spaces. The total project would include 137 residential units, 2,752 gsf of office space, 1,180 gsf of café/kitchen space, 1,847 gsf of classroom and community space, 30,001 gsf of lobby, lounge, hallway, stair, elevator, and bathroom space, 10,467 gsf of mechanical and utility space, and 14 underground parking spaces, with a total of 164,889 gsf for both buildings. The proposed building height for Building 1 would be approximately 118 feet. The proposed building height for Building 2 would be approximately 129 feet. The project site is on the east side of the block bounded by Ellis Street to the north, Eddy Street to the south, Mason Street to the east, and Taylor Street to the west, in the Tenderloin District of San Francisco. Lots 2, 3, and 4 are within the C-3-G (Downtown General Commercial) Zoning District and within a 130-F Height and Bulk District. The proposed project would require a General Plan consistency determination, Section 309 review, including exceptions, a parking variance under Section 151 of the *Planning Code*, and a parcel map approval.

Building Permit Application Number, if Applicable: None, yet.

THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance) and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Environmental Evaluation (Initial Study) for the project, which is attached. Mitigation measures are included in this project to avoid potentially significant effects: see attached Initial Study, pp. 54-61.

cc: Supervisor Chris Daly
Distribution List
Bulletin Board
Master Decision File
Glide Economic Development Corporation
Sue Hestor

Paul Maltzer
Environmental Review Officer

DOCUMENTS DEPT.

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INITIAL STUDY

2002.1077E – Glide Residential Development Project

I. PROJECT DESCRIPTION

BACKGROUND

The project analyzed in this document, the 137-unit Glide Residential Development project (proposed project), is a revision to the Glide Pavilion Mixed-Use Development Project (original proposal), which was described in an Initial Study/Notice of Preparation dated July 19, 2003 (Case No. 2002.1077E). The project revision includes a reduction in site area, building size, and change in mix of uses from the original proposal. This Initial Study reviews all environmental topics in order to evaluate the potential effects of the revised, proposed project.

The proposed project is sponsored by the Glide Economic Development Corporation (GEDC), a 501(c)(3) non-profit public benefit corporation, in partnership with the Tenderloin Neighborhood Development Corporation, and Millennium Partners.

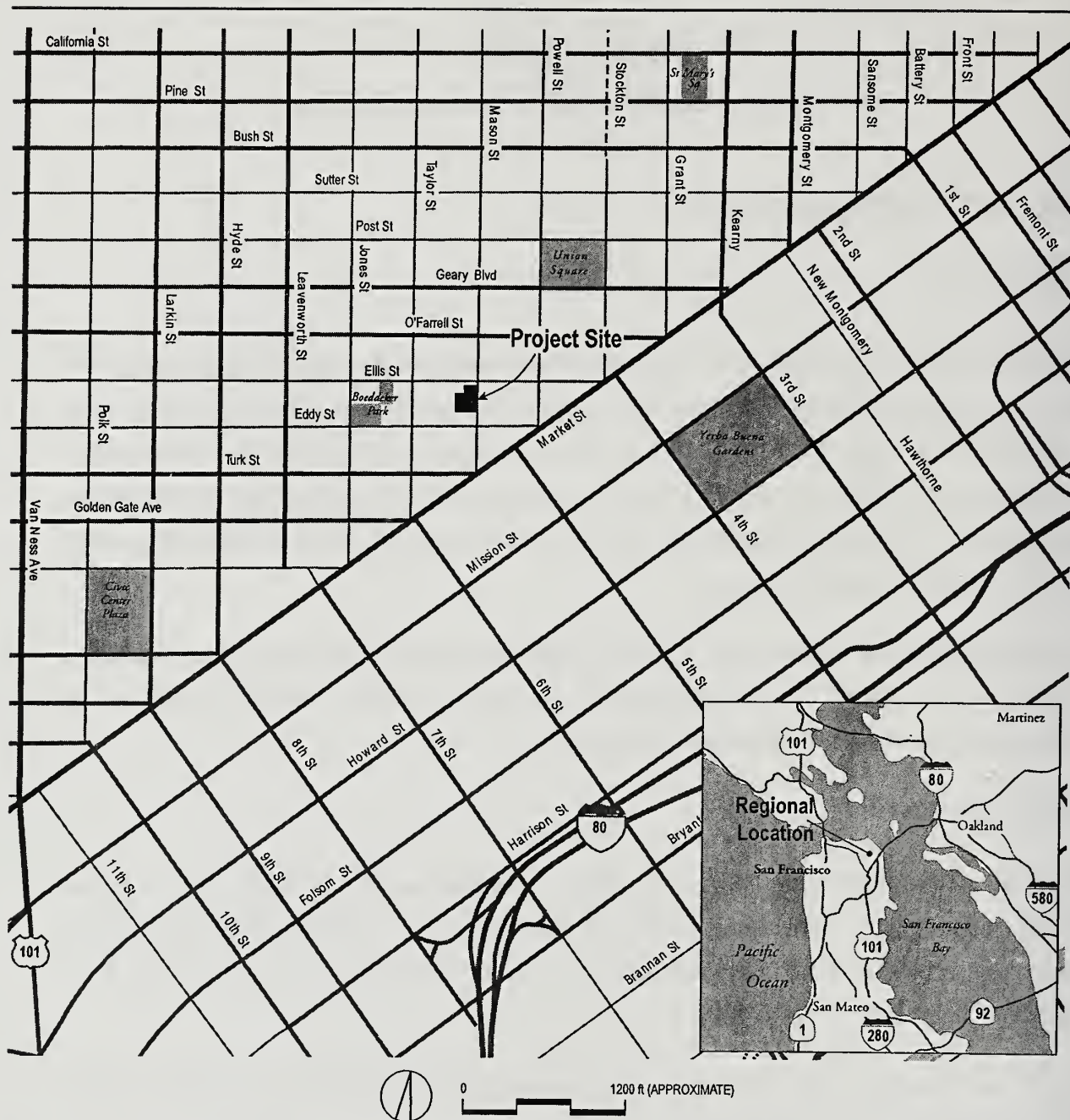
PROJECT LOCATION

The proposed Glide Residential Development project is located near the southwest corner of Ellis Street and Mason Street, in the Tenderloin District of San Francisco, one block to the west and two blocks to the south of Union Square (see Figure 1, p. 2). The site occupies three parcels, Lots 2, 3, and 4 of Assessor's Block 331 (see Figure 2, p. 3).

Lots 2, 3, and 4 are in the C-3-G (Downtown General Commercial) Zoning District and within a 130-F Height and Bulk District (see Figure 3, p. 4).

EXISTING CONDITIONS

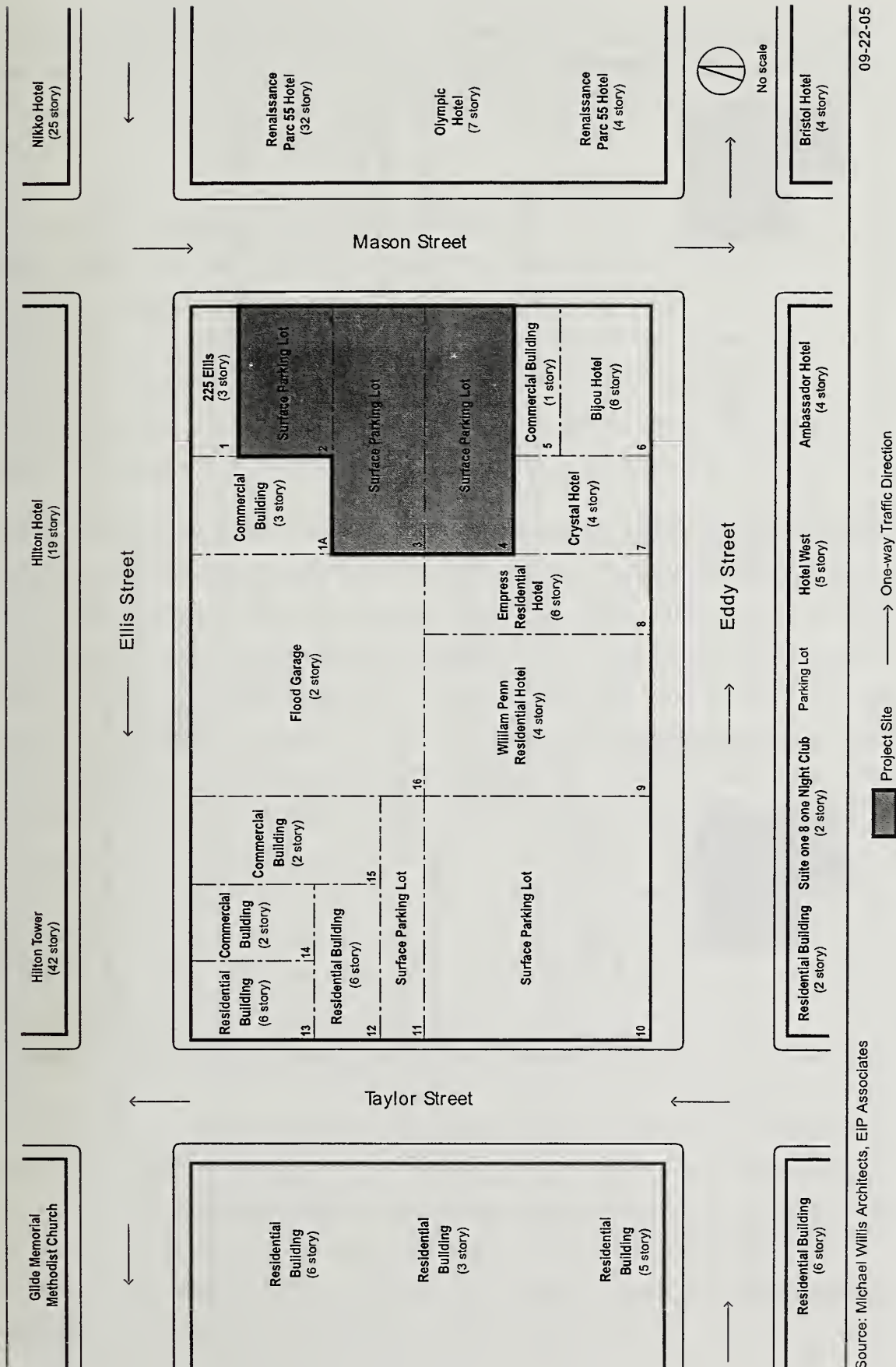
Existing uses on the project site include 20,000 gsf of surface parking lots on Lots 2, 3, and 4. GEDC also owns the three-story 225 Ellis Street building, on Lot 1, which is adjacent to and north of the project site. That building has residential uses - the 15-room Globe Trotter's Inn - on the upper two floors, and ground-floor retail spaces (the vacant, former Red's Corner, and Siam Noodle). The 225 Ellis Street building is not part of the proposed project.



Source: Clement Designs, EIP Associates

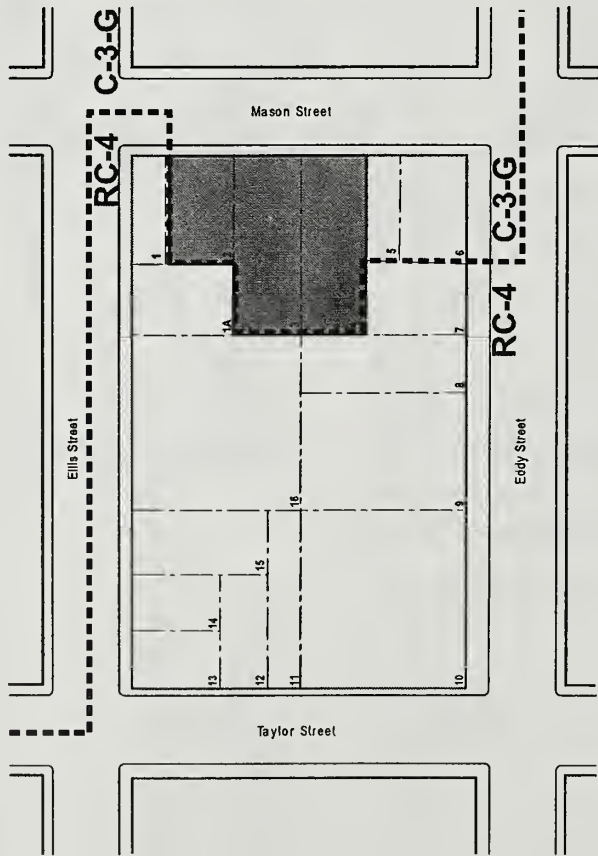
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Glide Residential Development Project
FIGURE 1: PROJECT LOCATION



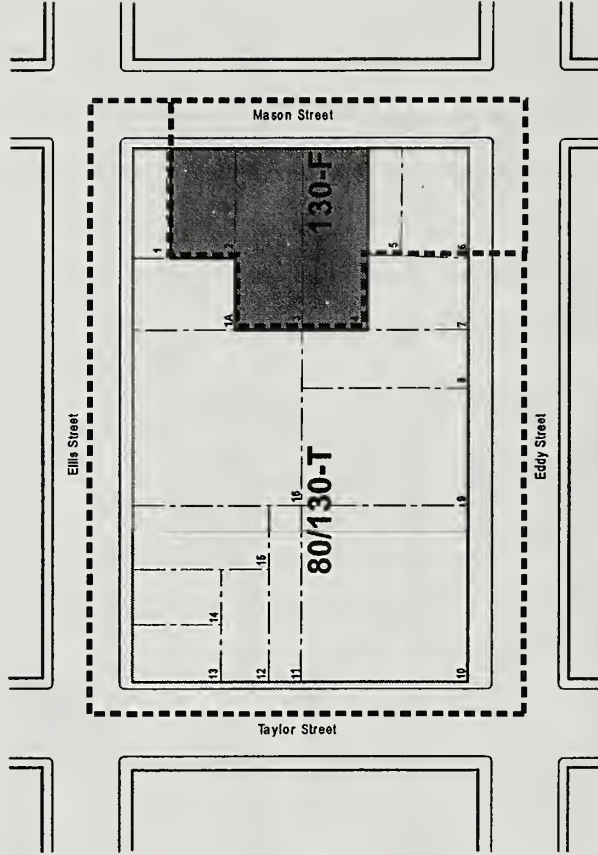
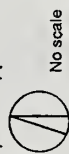
Glide Residential Development Project

FIGURE 2: EXISTING SITE PLAN



Planning Code Use Districts

- C-3-G Downtown General Commercial Zoning District
- RC-4 Residential-Commercial Combined Zoning Districts, High Density

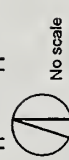


Height and Bulk Districts

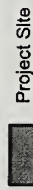
Numbers indicate permitted maximum building height; letters indicate Planning Code Bulk Districts

LETTER	HEIGHT above which maximum plan dimensions apply	MAXIMUM PLAN DIMENSIONS		
		LENGTH	DIAGONAL	
F	80	110	140	
T	(*)	110	125	

(*) At setback height established pursuant to Planning Code Section 132.2, but not higher than 80 feet.



Source: San Francisco Planning Department



Glide Residential Development Project

FIGURE 3: EXISTING PLANNING CODE USE DISTRICTS AND HEIGHT AND BULK DISTRICTS

09-22-05

Existing parking uses on the site consist of 90 monthly and hourly parking spaces, including 70 hourly and monthly spaces on Lots 3 and 4 on Mason between Ellis and Eddy Streets, and 20 hourly spaces on Lot 2 near the corner of Mason and Ellis Streets. Figure 2, p. 3, provides the site plan for existing uses.

The project site slopes down southward approximately six percent, from a maximum elevation of approximately 46 feet above San Francisco Datum (SFD) at the northwest corner of the project site to a minimum elevation of approximately 35 feet above SFD at the southeast corner of the project site. Mason Street, which bounds the project site to the east, is a one way north/south street that provides vehicular access to the project site. Ellis Street, which bounds the project block to the north, carries westbound traffic. Traffic on Taylor Street, which bounds the project block to the west, travels northbound, and traffic on Eddy Street, which bounds the project block to the south, travels eastbound.

Land uses within the project block but outside the project site include residential, commercial, and garage uses. Residential uses on the project block that are not part of the project site are the three-story 225 Ellis Street building at the corner of Ellis and Mason Streets, which contains the Globe Trotter's Inn, a hostel, and ground-floor retail space; the six-story Empress Hotel, four-story Crystal Hotel, and four-story William Penn Hotel, which are residential hotels on Eddy Street that contain ground-floor retail and community services (Vietnamese Youth Development Center, in the William Penn Hotel); the six-story Bijou Hotel, a tourist hotel at the corner of Eddy and Mason Streets; and two, six-story apartment buildings with ground-floor retail at the corner of Taylor and Ellis Streets. As noted above, 225 Ellis Street is owned by GEDC, but is not part of the proposed project. Commercial uses on the project block that are not part of the project site are located primarily along Ellis Street, and include two, two-story buildings with ground-floor commercial on Lots 14 and 15, a two-story Flood Garage with ground-floor retail at 251-261 Ellis Street on Lot 16, and a three-story structure with ground-floor retail at 229 Ellis Street on Lot 1A. Lot 5 on Mason Street is a vacant one-story commercial building. Those existing structures would remain on the project block (see Figure 2, p. 3).

Land uses in the project vicinity are predominantly tourist hotels and residential uses, interspersed with ground-floor retail, and parking uses (see Figure 2, p. 3). Buildings near the project site range from the post-1906 Earthquake reconstruction of downtown San Francisco, to more recent development such as high-rise hotels and newer residential structures. Immediately north of the project block is the 19-story Hilton Hotel and 42-story Hilton Tower, which provide hotel and convention/meeting facilities.

Northeast of the project block is the 25-story Nikko Hotel at Ellis Street and Mason Street. East of the project block, along Mason Street, is the Renaissance Parc 55 Hotel, which occupies most of the block bounded by Mason, Ellis, Powell, and Eddy Streets. The Renaissance Parc 55 Hotel is 32 stories tall at the southeast corner of Ellis and Mason Streets, and four stories tall at the northeast corner of Eddy and Mason Streets. The Olympic Hotel, which has ground-floor retail, is located mid-block on Mason Street between the 32-story and the four-story portions of the Renaissance Parc 55 Hotel (see Figure 2, p. 3).

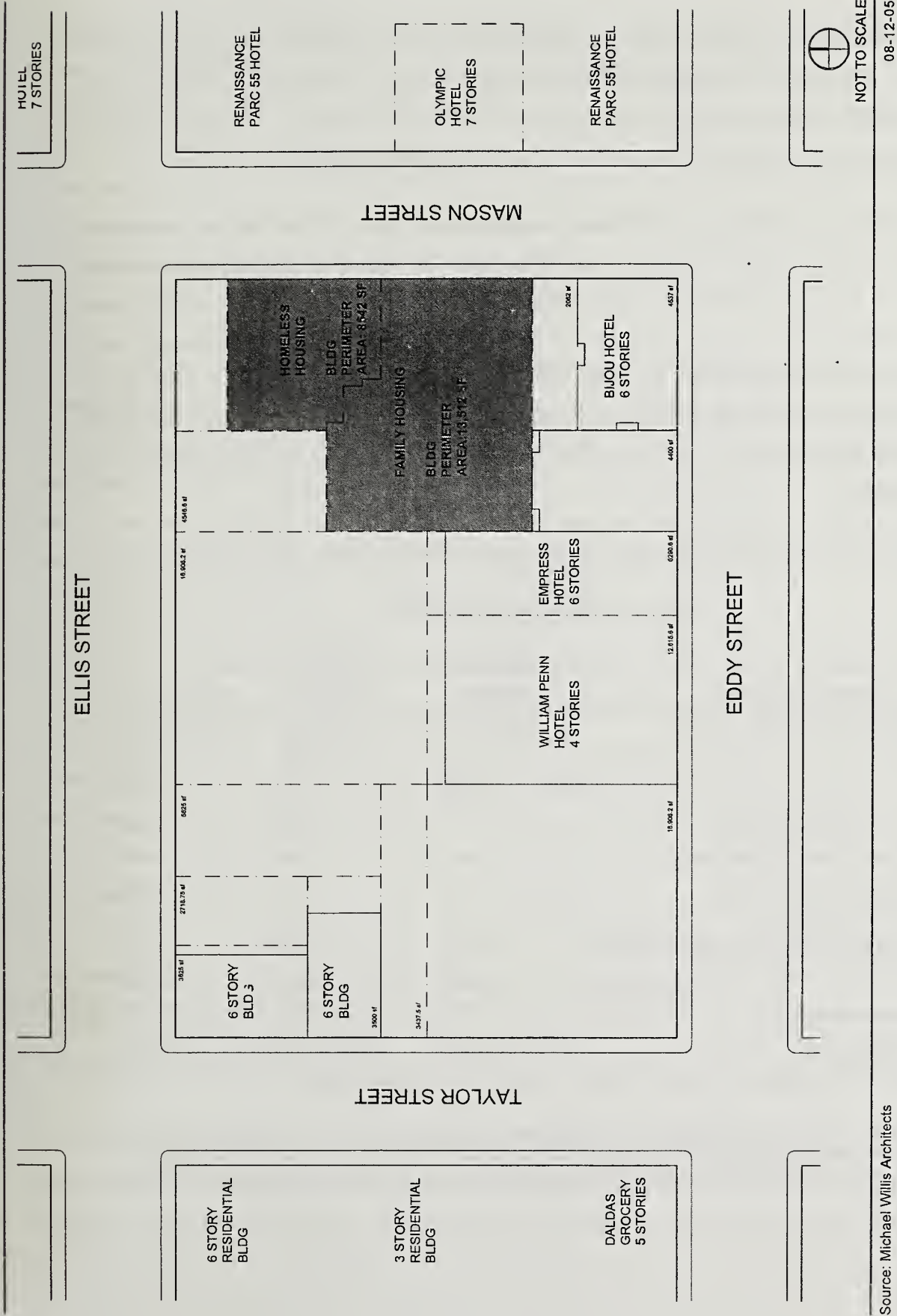
Several residential hotels are in the project vicinity; these include the four-story Bristol Hotel at the southeast corner of Eddy and Mason Streets, and the Hotel West and Ambassador Hotel located on Eddy Street south of the project block, both of which have ground-floor retail. A two-story building with ground-floor retail and residential uses above is located at the southeast corner of Eddy and Ellis Streets. The two-story Suite One 8 One Nightclub is immediately east of this building. A six-story apartment building with ground-floor community service use is located at the southwest corner of Eddy and Taylor streets. Apartment buildings ranging from three to six stories are located west of the project block on Taylor Street, accommodating a grocery store and community service office at the northwest corner of Taylor and Eddy streets. Glide Memorial Methodist Church is located opposite the project block at the northwest corner of Ellis and Taylor Streets (see Figure 2, p. 3).

Boeddeker Park, at the northeast corner of Jones and Eddy Streets, one block west of the project block, is the nearest public open space in the project vicinity. Union Square is one block east and two blocks north of the project site (see Figure 1, p. 2).

PROJECT DESCRIPTION

The proposed project would consist of two buildings totaling approximately 164,889 gsf, not including parking and common open space (see Figure 4, p. 7). Building 1 would be an eight-floor homeless housing building with supportive services and would contain approximately 43,005 gsf of developed space. As shown in Table 1, Building 1 would contain 56 studio apartments for formerly homeless persons. This building would also include approximately 1,180 gsf of ground-floor café space,¹ and 1,372 gsf of office space. A teaching kitchen, for training purposes with the intent of employing

¹ Actual café square footage may be slightly less than indicated in this document (with a corresponding increase in lobby area); however, this document provides the maximum projected café square footage and thus provides a conservative estimate on traffic and solid waste generated by the café component in the succeeding analysis sections.



Glide Residential Development Project
FIGURE 4: PROPOSED SITE PLAN

Source: Michael Willis Architects

formerly homeless persons at the café, may be included, but would be located within either the office or café space. Services to be provided in the office space would be comprised of GEDC's social programs, targeted towards the City's homeless and low-income population. Building 1 would primarily occupy Lot 2 and would require removal of the existing surface parking lot thereon.

Building 2 would be a 14-floor, 121,884-groos-square-foot building with affordable housing for families. As shown in Table 1, Building 2 would include 81 residential units (22 one-bedroom, 34 two-bedroom, and 25 three-bedroom units); 1,847 gsf of classroom and community room use; and 1,380 gsf of office space. Building 2 would also include 14 parking spaces at the basement level, which would also include mechanical, electrical, and storage space (see Figure 5, p. 10). Building 2 would provide support services for tenants and area residents, similar to uses in Building 1. Building 2 would primarily occupy Lots 3 and 4 and would also require the removal of the existing surface parking lots thereon.

Table 1
Proposed Uses at the Project Site

Proposed Project Uses	Building 1 (Homeless Housing)	Building 2 (Family Housing)	Buildings 1 & 2
Residential (gsf/number of units)	31,020 / 56	86,572 / 81	117,592 / 137
Office (gsf)	1,372	1,380	2,752
Café (gsf)	1,180	—	1,180 ¹
Classroom and community room (gsf)	—	1,847	1,847
Lobby, lounge, study, and hallways (gsf)	2,612	886	3,498
Showers, toilets (gsf)	375	—	375
Hallways, stairs, elevator (gsf)	—	27,178	27,128
Mechanical, electrical, trash, and utility rooms (gsf)	6,446	4,021	10,467
TOTAL GSF	43,005	121,884	164,889
Parking (gsf/number of spaces)	—	6,964 / 14	6,964 / 14
Common open space (gsf)	2,682	3,878	6,560

Sources: Michael Willis Architects, and Hardison, Komatsu, Ivelich & Tucker Architects, 2005.

Note:

- ¹ Actual café square footage may be slightly less than indicated in this document (with a corresponding increase in lobby area); however, this document provides the maximum projected café square footage and thus provides a conservative estimate on traffic and solid waste generated by the café component in the succeeding analysis sections.

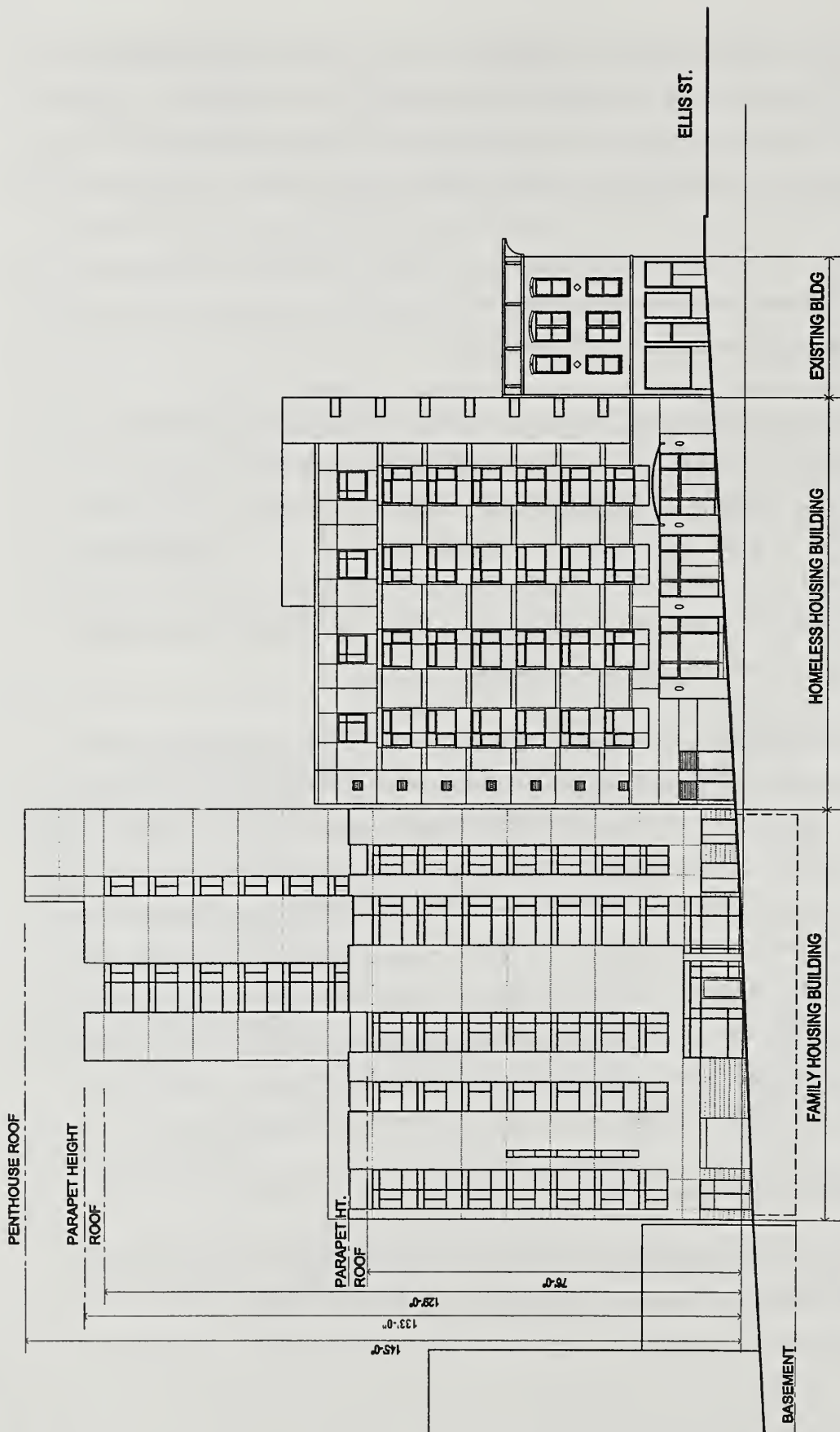
Figures 5 to 10, pp. 10-15, depict floor plans for Buildings 1 and 2. Building 1 would include one basement level that would contain storage, mechanical, electrical, utility, and maintenance. The first floor of Building 1 would contain office space to be used for non-profit groups and community-based, social service organizations; café; training; storage, utility rooms; lobby; lounge; a small conference room; elevator spaces; and showers and toilets. Residential units would occupy the second through eighth floors of Building 1. A roof deck (common open space) would be provided on the second floor. A common open space balcony would also be provided on floors three through eight. No parking spaces or truck loading spaces would be provided for Building 1.

Building 2 would include one basement level that would contain 14 parking spaces and storage, and mechanical, electrical, and utility rooms. The first floor of Building 2 would contain a lobby, office space, a community room, a classroom, two residential units, a kitchen, bathrooms, a utility room, a trash room, and common open space areas. Floors three through eight would contain a lounge area, a utility room, and residential units on each floor. The ninth floor would include two lounge areas, a utility room, residential units, and a common open space area. Floors ten through 14 would contain residential units, a lounge area, and a utility room on each floor.

The proposed building heights would range from approximately 76 to 129 feet as measured under the *Planning Code* (see Figure 5, p. 10, Building Heights on Mason Street and Figure 6, p. 11, Building Heights on Ellis Street). Building 1 would have eight floors (approximately 118 feet in height). A penthouse structure, containing elevator mechanical equipment, would extend approximately 10 feet above the top of the roof of the eighth floor of Building 1. Building 2 would have 14 floors (ranging 76 to 129 feet in height), with floors nine through 14 set back to comply with bulk limits. Floor eight of Building 2 would be about 76 feet tall before the setback. Floors nine through 14 would rise to about 129 feet. A penthouse structure, containing elevator mechanical equipment, would extend approximately 16 feet above the 14th floor roof of Building 2. The proposed project would meet the height limits of the 130-F and 80/130-T Height and Bulk Districts that apply to the project site.

PARKING GARAGE AND LOADING

The project would include one underground level of parking to serve Building 2. The parking area would include 14 tandem spaces, including one handicapped van space (see Figure 7, p. 12). No parking is proposed for Building 1. A total of nine bicycle parking spaces would be provided by the

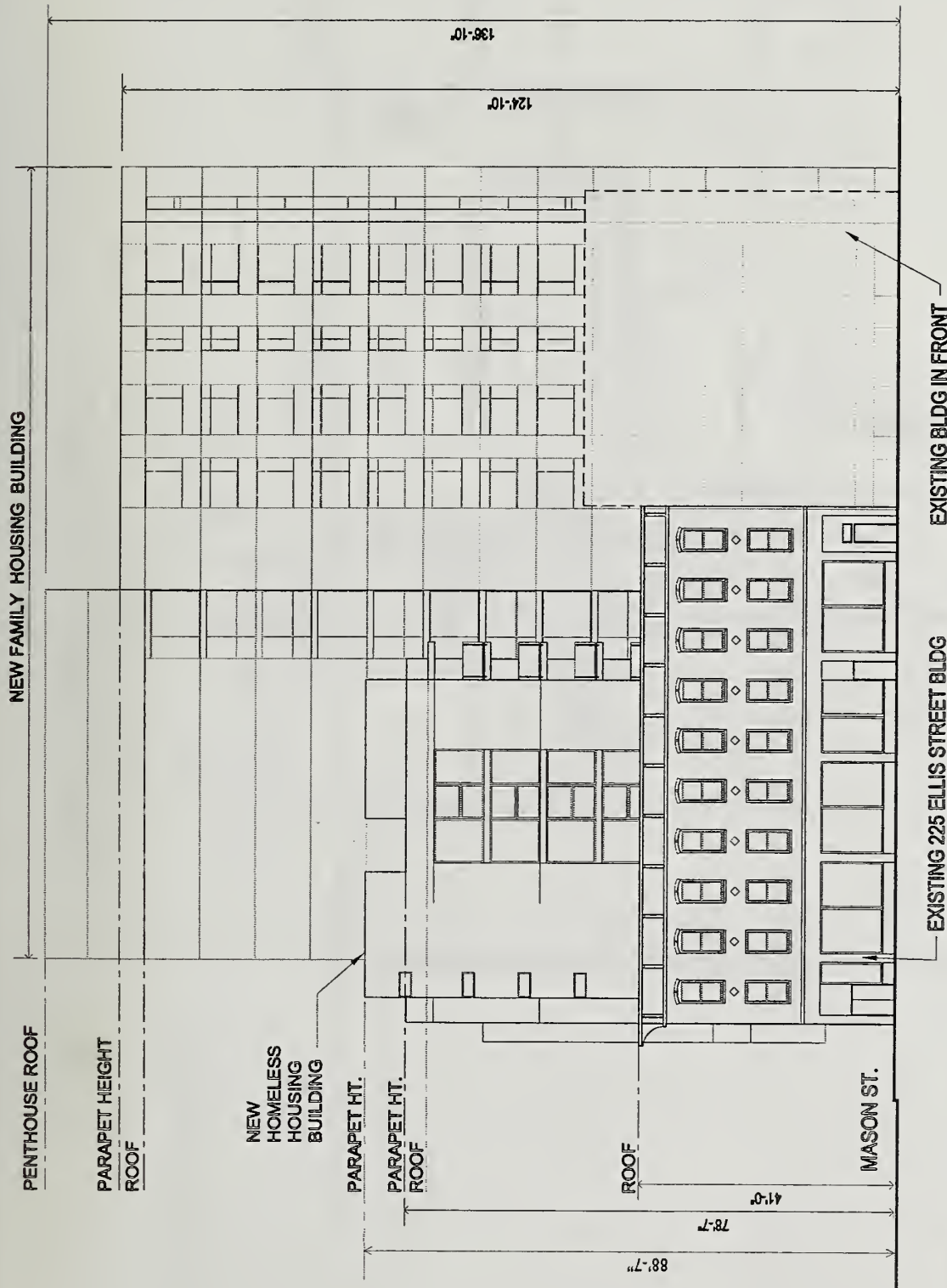


Source: Michael Willis Architects, HKI&T Architects.

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Glide Residential Development Project

FIGURE 5: EAST (MASON STREET) ELEVATION

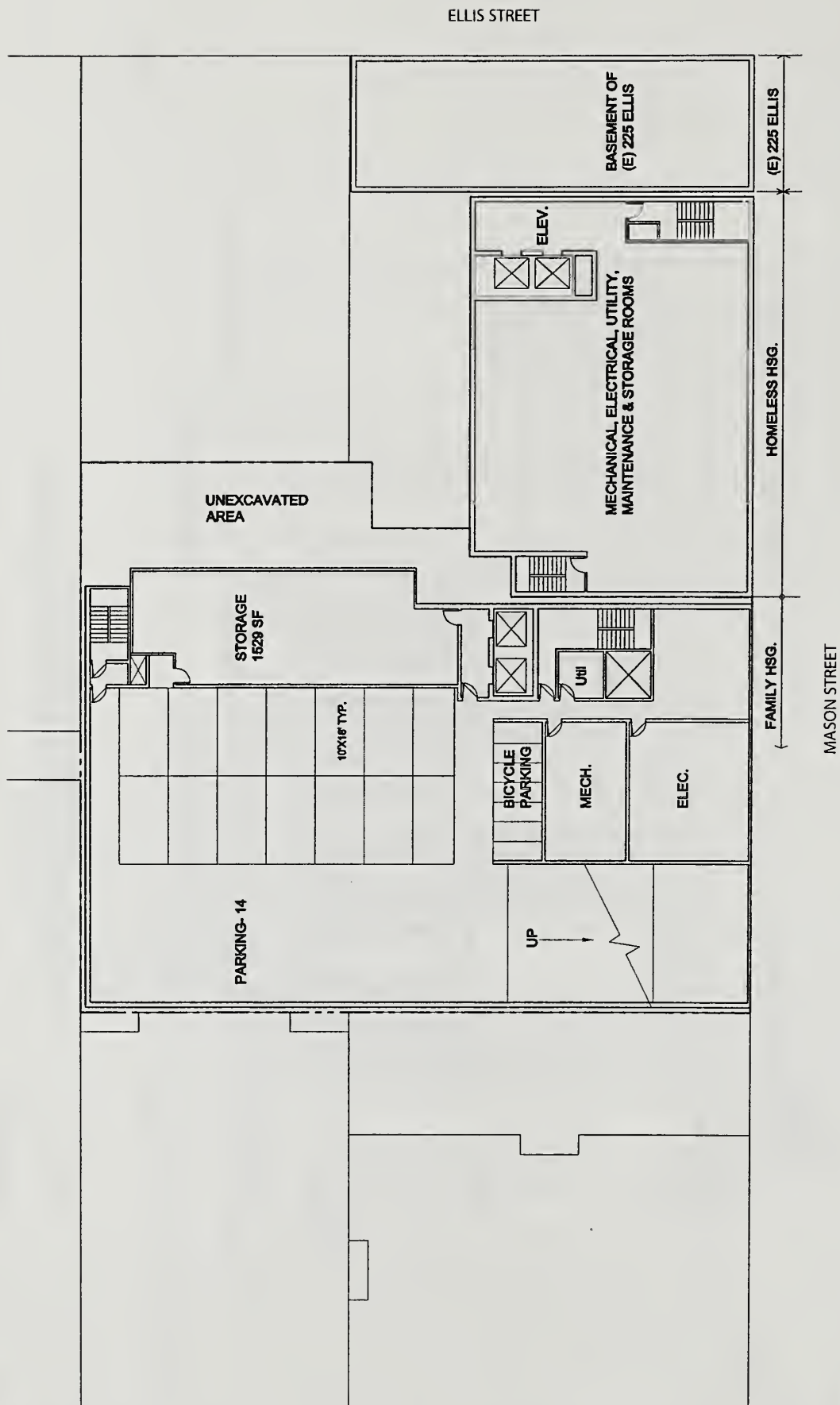


Source: Michael Willis Architects, HKI&T Architects.

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Glide Residential Development Project

FIGURE 6: NORTH (ELLIS STREET) ELEVATION

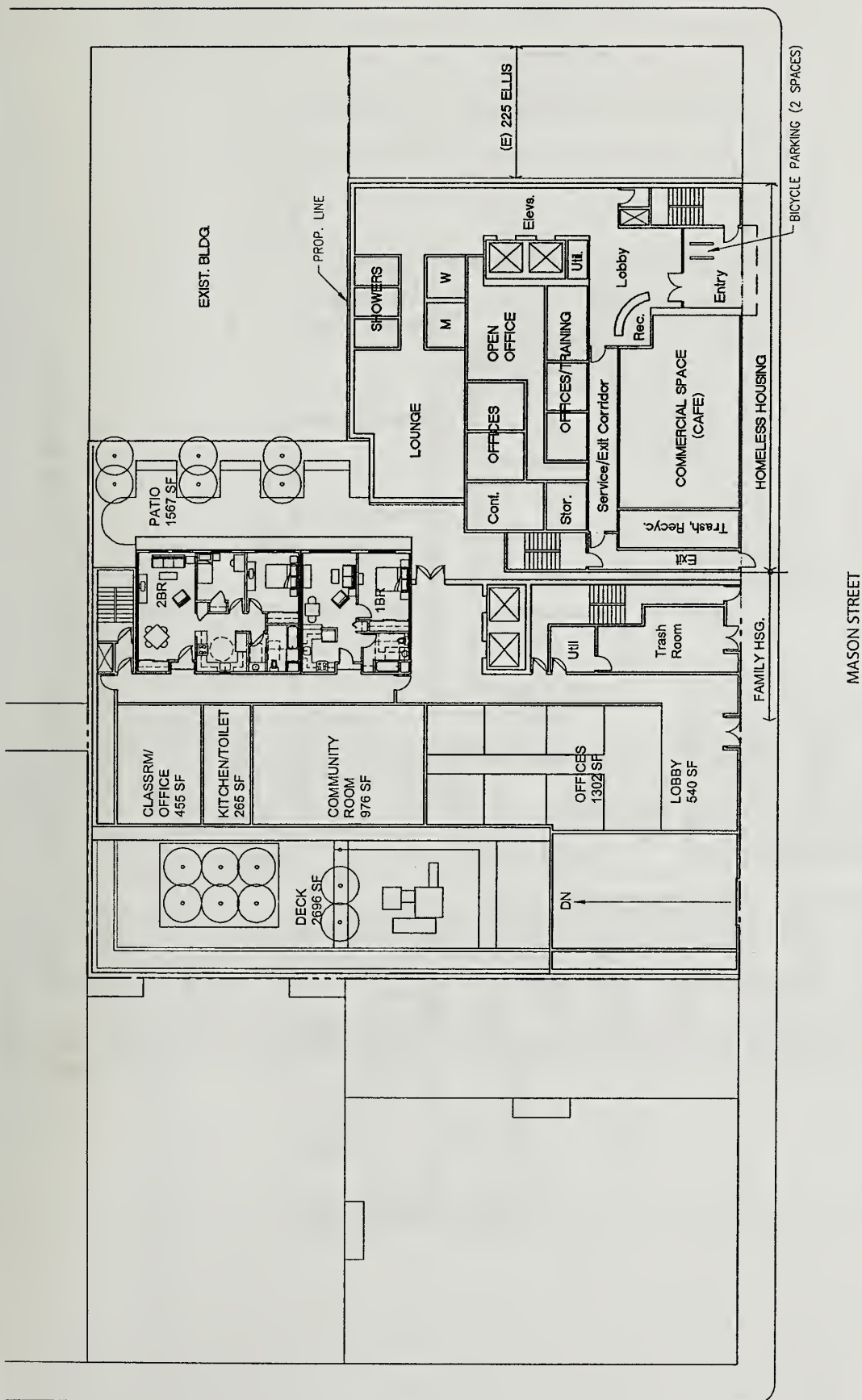


Source: Michael Willis Architects, HKI&T Architects.

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Glide Residential Development Project

FIGURE 7: BASEMENT FLOOR PLAN

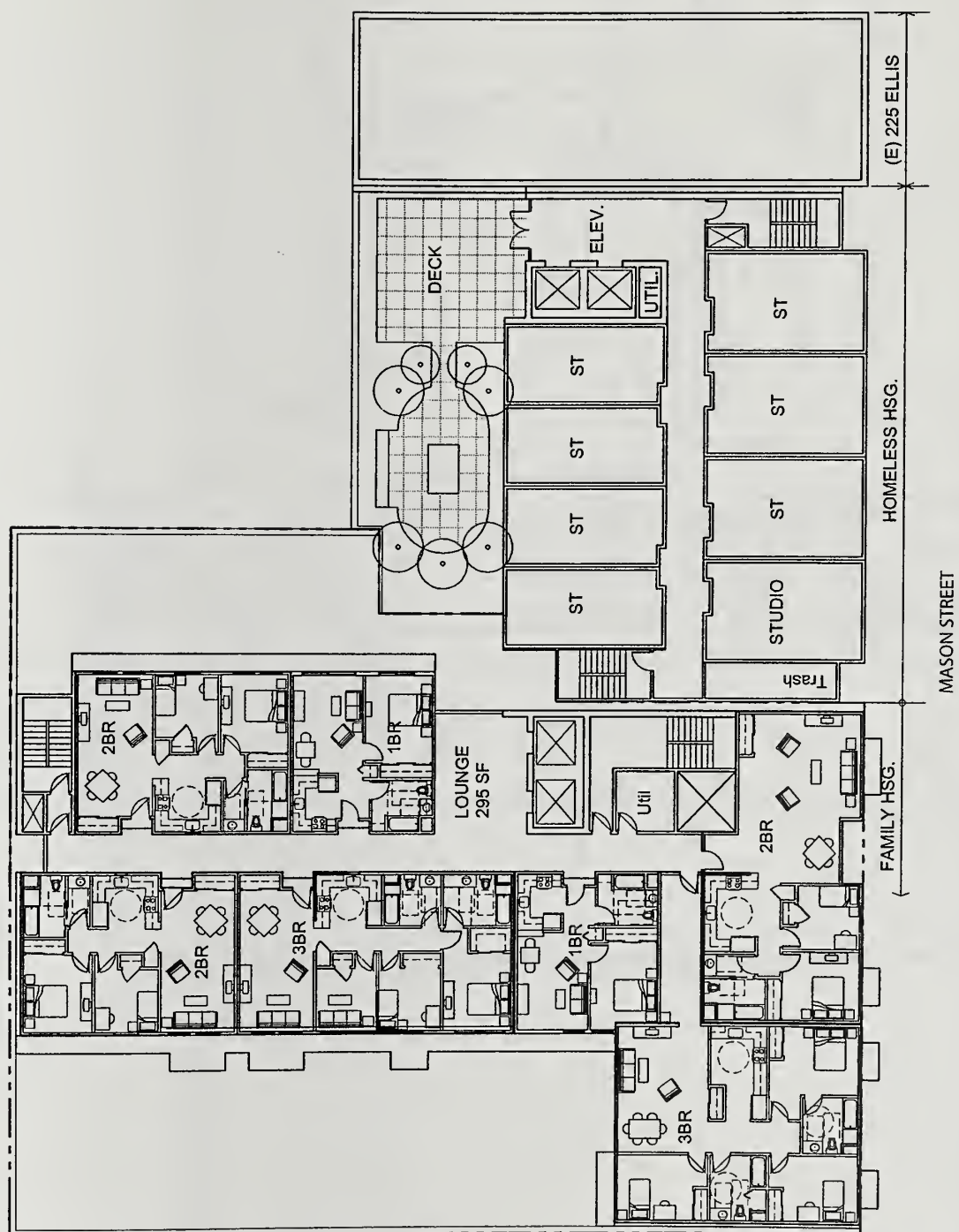


Source: Michael Willis Architects, HKI&T Architects.

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Glide Residential Development Project

FIGURE 8: FIRST FLOOR PLAN

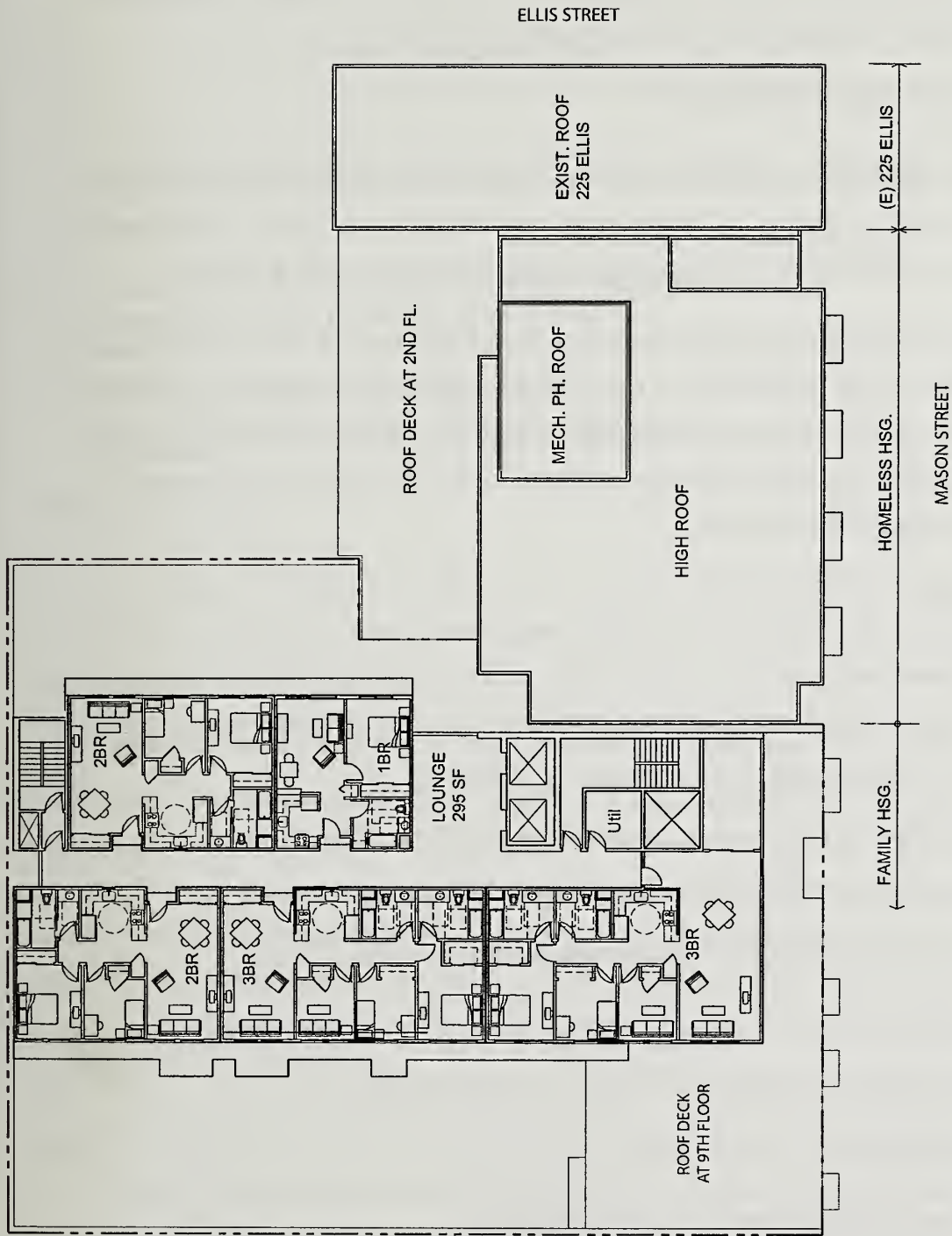


Source: Michael Willis Architects, HKI&T Architects.

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Glide Residential Development Project

FIGURE 9: SECOND FLOOR PLAN (3-8 FLOOR SIMILAR)



Source: Michael Willis Architects, HKI&T Architects.

11-30-05

Glide Residential Development Project

FIGURE 10: 10-14 FLOOR PLAN (NINTH FLOOR SIMILAR)

project, including seven spaces in the Building 2 garage and two spaces near the front entrance of Building 1. No off-street loading spaces are proposed for the project. Garbage and recycling bins would be collected and wheeled out to Mason Street sidewalk for pick-ups.

PROJECT SCHEDULE AND APPROVALS

Project construction is estimated to begin in April 2007. The construction period is anticipated to take approximately 22 months per building.² Construction of each building would either be simultaneous, partially simultaneous, or sequential, so that maximum construction time would be 44 months.

The proposed project would require building permits from the Department of Building Inspection, and subdivision approvals from the Department of Public Works. The project would also require the following approvals by the Planning Commission, Board of Supervisors, and the Zoning Administrator. The relevant *Planning Code* Section, which refers to these approval requirements, is cited at the end of each approval item below.

Planning Commission

Section 309 review, including:

- Exception for rear yard requirements for Buildings 1 and 2, based on adequate provision of light and air for units, separation between buildings (Section 132.1).
- Exception for bulk of the 130-foot-tall tower of Building 2 (Section 263.6).
- Exception under Section 161 from loading requirements for Building 2 (Sections 152).
- General Plan consistency determination for Buildings 1 and 2 (Section 101.1).

Zoning Administrator

- Variance from parking provisions for Buildings 1 and 2 (Section 151).

Department of Public Works

- Parcel map approval for Buildings 1 and 2 (Section 101.1).

Additional approvals may be required depending on the final project funding plan. For example, any potential City bond funds used for the project would require action by the Board of Supervisors.

² Rod Henmi, Principal, Michael Willis Architects and Tom Brutting, Principal, Hardison, Komatsu, Ivelich & Tucker Architects, electronic communication with EIP Associates, September 2005.

FEDERAL ENVIRONMENTAL REVIEW PROCESS

It is anticipated that federal funding sources may be involved. The federal funding process requires environmental clearance under the National Environmental Policy Act (NEPA). A separate document will be prepared to address NEPA requirements if federal funding sources are involved.

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<u>Not Applicable</u>	<u>Discussed</u>
1. Discuss any variances, special authorizations, changes proposed to the City <i>Planning Code</i> or Zoning Map, if applicable.	—	<u>X</u>
2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	<u>X</u>	—

PROPOSED PROJECT

The Glide Residential Development project would require review by the Planning Commission in the context of the San Francisco General Plan Elements, including the Housing Element, the Urban Design Element, other General Plan elements, and applicable Area Plans. If the proposed project, on balance, were to have substantial conflicts with the General Plan objectives, it could not be approved.

The *Planning Code* which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings may not be issued unless either the proposed project conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*. Approval of the proposed project would result in intensification of development on the project site, the specific impacts of which are discussed below under the relevant topic. The sponsor would be required to request certain exceptions and variances as listed below.

Building 1 and Building 2 would be within the C-3-G (Downtown General Commercial) District. The C-3-G District serves as a citywide and regional center for a variety of uses: retail, offices, hotels, entertainment, institutions, and high-density residential. Proposed uses within this District include those uses identified above for both Building 1 and Building 2, including affordable housing for families, community room/classroom space, and meeting and conference rooms. These uses would be consistent with allowed uses in the C-3-G District.

Buildings 1 and 2 would be subject to review under Section 309 of the *Planning Code*. The required project approvals are listed in Section I, Project Description, above. Buildings 1 and 2 would require an exception for rear yard requirements under Section 132.1, based on adequate provision of light and air for units and separation between buildings. Building 1 would be consistent with bulk and height requirements under Section 263.6. Building 2 would be consistent with applicable height but not bulk requirements under Section 263.6, and so would require an exception. Building 1 would not require an exemption from loading requirements under Section 152, because it is less than 100,001 gsf. Building 2 would require an exemption from loading requirements under Section 152, because it is more than 100,000 gsf. Both Buildings 1 and 2 would require a General Plan consistency determination per Section 101.1, a variance from parking provisions under Section 151, and parcel map approval per Section 101.1.

The site is located within a 130-F Height and Bulk District (see Figure 3, p. 4, Existing Planning Code Use Districts and Height and Bulk Districts). The 130-F Height and Bulk District permits construction to a height of 130 feet. The tallest portion of construction within Lots 2, 3, and 4 is the 129-foot tall affordable family housing building, which would be within the 130-foot height limit. Therefore, the proposed project is consistent with height requirements. Although a penthouse structure, containing elevator mechanical equipment, would extend approximately 16 feet above the 14th floor roof of Building 2, these features would be exempt from height limit calculations under Section 260 (b)(1)(B) of the *Planning Code*.

Environmental plans and policies are those, like the Bay Area Air Quality Plan, which directly address environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

The City's General Plan, which provides general policies and objectives to guide land use decisions, contains some policies which relate to physical environmental issues. The proposed project would not obviously or substantially conflict with the General Plan. In general, potential conflicts with the General Plan are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City *Planning Code* to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under CEQA, and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies.

The Downtown Plan, an area plan of the San Francisco General Plan, is the policy document that guides growth and development in San Francisco's downtown area. Centered on Market Street, the Downtown Plan covers an area roughly bounded by Van Ness Avenue to the west, The Embarcadero to the east, Folsom Street to the south and the northern edge of the Financial District to the north. The Downtown Plan contains objectives and policies that address the following issues: provision of space for commerce, housing and open space; preservation of the past; urban form; and movement to, from and within the downtown area (transportation). The Downtown Plan was intended to manage growth in this area, including maintaining a compact downtown core and directing growth to areas with developable space and easy transit access so downtown would "encompass a compact mix of activities, historical values, and distinctive architecture and urban forms that engender a special excitement reflective of a world city."³ The proposed project would not conflict with the goals of the Downtown Plan because it would provide uses that are consistent with those in the neighborhood while preserving existing historic buildings on-site and developing under-utilized lots in the Downtown vicinity, which is in proximity to transit services.

The proposed project's consistency with the San Francisco General Plan and other relevant plans or policies, and the *Planning Code* are discussed in this section for informational purposes only.

B. ENVIRONMENTAL EFFECTS

The proposed project has been evaluated to determine whether it would result in significant environmental impacts. Items including Land Use, Visual Quality, Population, Transportation, Noise,

³ Downtown Plan, p. II.1.1

Air Quality/Climate, Utilities / Public Services, Biology, Geology / Topography, Water, Energy / Natural Resources, Hazards, and Cultural Resources in the following Initial Study Environmental Evaluation Checklist have been checked "No," indicating that Planning Department staff have determined that the proposed project could not have a significant adverse effect on the environment. For all of the items checked "No," without a discussion, the conclusions regarding potential significant adverse environmental effects are based on field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's Transportation Guidelines for Environmental Review. For each checked item, staff considered both the individual and cumulative impacts of the proposed project.

		<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1. <u>Land Use</u> .	Could the project:			
a.	Disrupt or divide the physical arrangement of an established community?	—	<u>X</u>	<u>X</u>
b.	Have any substantial impact upon the existing character of the vicinity?	—	<u>X</u>	<u>X</u>

Proposed residential uses would be compatible with surrounding mixed-uses, including residential, commercial, institutional/social service, and hotel/convention uses within the Tenderloin Neighborhood and Downtown San Francisco area. The proposed project would also include non-profit office and social service space associated with GEDC, which has offices in the project vicinity, as well as community and classroom space, to be used by occupants of the proposed project. Therefore, the proposed project uses would be consistent with surrounding uses, and would not disrupt or divide the physical arrangement of an established community.

The project would intensify the density, scale, and height of uses within the project area. With project development, the project block would contain a mix of new and existing structures that would combine characteristics of surrounding uses and would reflect the transition from C-3-G uses (convention, hotel, and Union Square uses) to the north and east of the site, to RC-4 uses (Tenderloin residential and commercial uses) to the west and south of the project site. The proposed project would include mid-rise buildings, and therefore would act as a transition between the high-rise development to the north and east and the lower scale development on the project block to the south and west, and would not conflict with surrounding development. Therefore, the proposed project would not have a substantial adverse impact on existing development character in the project vicinity. In addition, there are no projects to be developed in the project vicinity in the foreseeable future. Therefore, implementation of the proposed project would result in less-than-significant cumulative impacts to land use.

2. Visual Quality. Could the project:		<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.	Have a substantial, demonstrable negative aesthetic effect?	<u>—</u>	<u>X</u>	<u>X</u>
b.	Substantially degrade or obstruct any scenic view or vista now observed from public areas?	<u>—</u>	<u>X</u>	<u>X</u>
c.	Generate obtrusive light or glare substantially impacting other properties?	<u>—</u>	<u>X</u>	<u>X</u>

The proposed project would construct an eight-story (approximately 118 feet tall) building (Building 1) on Lot 2, and a 14-story (129-foot-tall) structure (Building 2) on Lots 3 and 4, immediately south of Building 1 on Mason Street. Penthouse structures containing elevator mechanical equipment would extend approximately 10 feet above the eighth floor roof of Building 1 and approximately 16 feet above the 14th floor roof of Building 2. The design of the new buildings would incorporate architectural style and details including building materials, window patterns and styles, colors, textures, roof forms, and vertical emphasis that are consistent with the surrounding buildings in the vicinity of the project site. The proposed eight and 14-story structures would be taller than nearby older buildings, but shorter than the high-rise hotel uses to the north and east of the project site. The proposed project would act as a transition between the high-rise development to the north and east and the lower scale development on the project block to the south and west, and would not conflict with surrounding development.

The proposed buildings would be visible from nearby locations on Ellis and Mason Streets and associated sidewalks, as well as from upper floors of surrounding high-rise hotels and smaller hotels, and smaller residential hotels and other residential buildings on the project block, and would replace views of the existing surface parking lots. The views from these locations would be consistent with the existing character of buildings in the area. The proposed project would provide a continuous street façade along Mason Street, which is currently fragmented due to the existing parking lots.

The proposed buildings would not block the view from public areas of any vista points of scenic importance to the City of San Francisco.⁴ The proposed project would not have any impact on a Scenic Highway Corridor because there are no designated Scenic Highways within San Francisco.⁵

The nearest public open space to the project site is Boeddeker Park, which is about one block west of the project site. The proposed project would not be visible from Boeddeker Park due to intervening buildings. The proposed project would not degrade public scenic views of the San Francisco bay waterfront or other public areas, and would not have a substantial, demonstrative negative aesthetic effect.

Additional light would be introduced by the increased street front density of the proposed project but would not substantially affect surrounding properties. New lighting would include fixtures at the building entrances and other locations for safety and security, typical of new development. The proposed project would comply with City Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Therefore, the proposed project would not result in glare affecting other properties. For the above reasons, the proposed project would result in a less-than-significant impact on visual quality. In addition, there are no projects proposed in the project vicinity that are under review. Therefore, implementation of the proposed project would also result in less-than-significant cumulative impacts on visual quality.

3. <u>Population</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Induce substantial growth or concentration of population?	—	<u>X</u>	<u>X</u>
b. Displace a large number of people (involving either housing or employment)?	—	<u>X</u>	<u>X</u>
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	—	<u>X</u>	<u>X</u>

Existing employment at the project site is approximately three jobs associated with on-site parking. There are no residential or other uses on the project site, except for the parking lots. The proposed project would include 81 new units of affordable housing for families and 56 new units of housing for the homeless, which would increase the residential population from zero to about 304 residents. The proposed project would replace the existing three on-site jobs associated with the parking lots with approximately 43 new jobs, including approximately 36 full-time positions and approximately seven part-time positions. These estimates are based on the Supportive Services Plan prepared by GEDC for

⁴ City of San Francisco, Planning Department, San Francisco General Plan, Urban Design Element

⁵ California Scenic Highway Program, http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm, Accessed September 12, 2005.

the new residential buildings. Full-time positions would include social services, child-care, youth activities, recreation, and family and child therapy, as well as property management. Part-time positions would include a mental health therapist, a recovery group facilitator, a yoga/aerobics instructor, an acupuncturist, a visiting physician, an employment specialist, and a life skills trainer. The project's total daily on-site population would reach a maximum total of approximately 347 persons, including 43 employees and 304 residents. Table 2 outlines the existing and proposed uses on the site and the associated residential and daytime populations and employment.

Table 2
Existing and Proposed Residential Population & Employment Population

Residential Use and Employment	Existing Employment Population	Proposed Employment Population	Number of Residential Units	Residents/ Unit	Total Daily Population
Homeless Housing (Studio units)			56	1	56
Family Housing (1-bedroom units)			22	1.5	33
Family Housing (2-bedroom units)			34	3	102
Family Housing (3-bedroom units)			25	4.5	<u>113</u>
Net New Residential Population					304
Employees (on-site parking)	3				
Employees (full-time)		36			36
Employees (part-time)		7			<u>7</u>
Net New Employment Population					43
NET NEW RESIDENTIAL/EMPLOYMENT POPULATION					347

Source: EIP Associates, 2005.

Notes:

- ¹ Population per household for homeless housing and family housing units is based on the household size standards from the Bedroom Size and Unit Standards of the Admissions and Continued Occupancy Policy of the San Francisco Housing Authority (January 10, 2001). Because the Housing Authority provides direct housing subsidies and permits higher per unit occupancies, the mid-point between minimum and maximum occupancy per unit was used (i.e., studio = 1 person per unit; 1 bedroom units = 1.5 persons per unit; 2 bedroom units = 3 persons per unit; and 3 bedroom units = 4.5 persons per unit). Population was based on actual bedroom count and the mid-point population per unit indicated above.

The increase in resident population represents growth at the project site; however, in the context of the overall neighborhood population, it would not be a substantial increase. The project site is located within Census Tract 125. Total population in Census Tract 125 is estimated at about 7,727 persons, according to 2000 Census data. The Census Tract population represents about one percent of San Francisco's total population in 2000. The increase in on-site population of approximately 304 persons would represent less than four percent of the Census Tract 125 population. Also, according to Association of Bay Area Governments (ABAG) Projections 2005, between 2000 and 2030, the

residential population in the City of San Francisco would increase from 776,733 to 924,600, or 147,867. The project increase in population would represent less than a half-percent of population growth in San Francisco forecast to occur between 2000 and 2030. Therefore, implementation of the proposed project would result in less-than-significant cumulative impacts to neighborhood or city population.

As discussed above, on-site employment would increase by approximately 43 jobs, which would be related to supportive services for the low-income families and formerly homeless persons expected to inhabit Building 1 and Building 2, respectively. This is a modest increase in the number of jobs created by the proposed project, and employees are expected to come from the local population. Therefore, the net new employment would not create a substantial demand for housing in San Francisco, or substantially reduce the housing supply. The net increase of approximately 43 employees on the site would also not be substantial relative to the amount of employees in the project vicinity.

The proposed project would help to address the City's broader needs for additional housing and would provide additional affordable and homeless housing for special need populations (e.g., low-income and homeless) as well as for families. Therefore, the proposed project would result in less-than-significant impacts on population, jobs, and housing.

4. <u>Transportation/Circulation</u> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	—	<u>X</u>	<u>X</u>
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	—	<u>X</u>	<u>X</u>
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	—	<u>X</u>	<u>X</u>
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	—	<u>X</u>	<u>X</u>

Project-specific impacts are described in this section, as are estimated cumulative impacts for the year 2020. The discussions regarding existing, existing plus project and projected cumulative traffic conditions, as well as the existing and existing plus project pedestrian conditions, are based on the transportation study prepared for the project as it was originally proposed, which was much larger in

scale (“2004 Transportation Study”).⁶ As discussed in the Project Description, the proposed project is a revision of the original proposal. The discussions regarding project trip generation, and parking, bicycle, transit, passenger- and truck-loading and construction impacts are based on a transportation study update prepared for the project, completed for the project in March 2006.⁷ Trip generation would be substantially lower with the currently proposed project.

Table 3 presents daily and PM peak-hour person trips, including a breakdown of person trips by mode (auto, transit, walking, and other modes). Table 4 breaks down the PM peak-hour vehicle trips in inbound and outbound trips. The proposed project would generate approximately 2,163 daily person-trips and 348 PM peak-hour person-trips. Of the 348 total PM peak-hour person-trips, 59 would be auto, 108 would be transit, 144 would be walk, and 37 would be other trips. PM peak-hour vehicle trips were estimated by dividing the PM peak-hour auto person-trips by vehicle occupancy rates. During the PM peak hour, the proposed project would generate approximately 39 total vehicle trips, including 20 inbound and 19 outbound vehicle trips.

Table 3
Person-Trip Generation By Mode

Land Use		Daily Person Trips	PM Peak Person Trips	PM Peak Person-Trips by Mode			
				Auto	Transit	Walk	Other
Cafe	1,180 gsf	708	96	28	16	41	11
Residential	81 units	755	132	26	49	42	15
Homeless Units	56 units	420	74	0 ¹	34	30	10
Office	2,752 gsf	100	16	5	9	1	1
Multi-Purpose Room	1,847 gsf	180	30	0	0	30	0
Total		2,163	348	59	108	144	37

Source: CHS Consulting Group, 2005

Notes:

¹ No auto trips were assessed for residents of the Homeless Housing building.

Traffic, pedestrian, transit, and bicycle impacts are presented for building. The two buildings would be contiguous, and their impacts on traffic, pedestrian, transit, and bicycle systems would be in the same geographic area. Parking and loading conditions are discussed also for each building separately.

⁶ CHS Consulting Group, *Pavilion Mixed-Use Development Project Transportation Study*, April 2, 2004. This document is available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, Suite 500.

⁷ CHS Consulting Group, *Glide Project Transportation Analysis Update*, CHS Consulting Group, March, 2006. This document is available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, Suite 500.

Table 4
Proposed Project PM Peak-Hour Trips

Land Use			Auto Person-Trips	Vehicle Trips ¹		
				Inbound	Outbound	Total
Homeless Housing	Café	1,180 gsf	28	7	9	16
	Office	1,372 gsf	3	0	2	2
	Residential ²	56 units	0	0	0	0
Family Housing	Office	1,380 gsf	3	0	2	2
	Community	1,847 gsf	0	0	0	0
	Residential	81 units	26	13	6	19
Total			59	20	19	39

Source: CHS Consulting Group, 2005

Notes:

¹ Totals may not add due to rounding.

² No auto trips were assessed for residents of the Homeless Housing building.

Traffic Impacts

The 2004 Transportation Study analyzed intersection level-of-service (LOS) for eight intersections in the vicinity of the original proposal. For the purpose of the currently proposed project, this analysis reviews level of service at the four intersections on the project block that would be most affected by potential project traffic.

Traffic operating characteristics of intersections are described by the concept of LOS. LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection LOS ranges from A, which indicates free flow or excellent conditions with short delays at an intersection, to F, which indicates congested or overloaded conditions with extremely long delays. LOS A, B, C, and D are considered excellent to satisfactory service levels in San Francisco, while LOS E and LOS F are unacceptable. A project that would cause an intersection to decline to LOS E or F is considered to have a significant, adverse impact.

The proposed project would generate 39 total PM peak-hour vehicle trips and 59 PM peak-hour auto trips. These trips generation rates for the proposed project would not be sufficient to result in a significant adverse impact under project or cumulative conditions (through 2020), at any of the four intersections on the project block that would be most affected by potential project traffic. All four intersections would operate at LOS B under project or cumulative conditions. The proposed project would not have a significant adverse effect on intersection conditions.

Transit Impacts

Transit impacts were analyzed for San Francisco Municipal Railway (MUNI) and all regional transit systems for the proposed project. The proposed project's retail and residential uses would generate an estimated 108 total inbound and outbound transit trips during the PM peak hour (see Table 3, p. 25). The 108 PM peak hour transit trips would be spread over 29 MUNI lines, and BART, Sam Trans, Caltrain, AC Transit, and Golden Gate Transit services, which would not have significant transit impacts because there is ample capacity during the PM peak hour.

Parking Impacts

The proposed project would include two separate buildings, thus transportation impacts analysis for parking and loading requirements and demand versus supply impacts are presented for each building. *Planning Code*, Section 151, would require the provision of 14 parking spaces for Building 1 and 20 parking spaces for Building 2 (one space for each four dwelling units, and none for the office/support uses). Building 1 would not include any parking spaces. Building 2 would include 14 tandem parking spaces for residential uses. Therefore, Buildings 1 and 2 would be required to apply for a variance for not providing the amount of parking required under the *Planning Code*.

Building 1 would not generate any parking demand by the formerly homeless residents because these individuals are not expected to own vehicles. Building 1 would generate a demand for approximately two long-term parking spaces and 11 short-term parking spaces, all of which would be generated by the proposed café. These individuals would be required to park in the surrounding area. Building 2 would generate a demand for approximately 66 parking spaces, of which 65 would be long term (64 for the residential use and one for the office use) and one would be short-term parking demand. Residents who own cars, office workers who drive, and visitors would be required to park in the surrounding area. The proposed project would eliminate parking lots with a total of 90 parking spaces.

Building 1 and Building 2 combined would generate parking demand for approximately 79 parking spaces, of which 68 would be long-term parking spaces and 11 would be short-term parking spaces. There would be 14 parking spaces at the project site. The remaining 65 would have to find parking in other off-street facilities in the area. Overall parking occupancy in the vicinity of the project site is 75 percent with approximately 1,150 spaces available.⁸ Therefore, vehicles should be able to be

⁸ CHS Consulting Group, *Pavilion Mixed-Use Development Project Transportation Study*, April 2, 2004. This document is available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, Suite 500

accommodated in nearby facilities. The project would increase the existing parking occupancy (facilities north of Market Street) from 75 percent to 77 percent.

Under California Public Resources Code Section 21060.5, "environment" means "the physical conditions which exist within the area which would be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance." Parking supply is not considered to be a part of the permanent physical environment in San Francisco. Parking conditions are not a static condition, as parking supply/demand varies from day to night, from day to day, month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. Therefore, parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA.

Parking deficits may be associated with secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality, or noise effects caused by congestion. However, in the experience of San Francisco transportation planners, the absence of a ready supply of parking spaces combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, may induce drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit first" policy.

Additionally, regarding potential secondary effects, drivers circling and looking for a parking space in areas of limited parking supply is typically a temporary condition, often offset by a reduction in vehicle-trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impact that may result from a shortfall in parking in the vicinity of the Proposed Project would likely be minor and difficult to predict.

Thus, a parking shortage is not considered to be a permanent condition and is also not considered to be a physical environmental impact even though it is understood to be an inconvenience to drivers. Therefore, the creation of or an increase in parking demand resulting from a proposed project that cannot be met by existing or proposed parking facilities would not itself be considered a significant environmental effect under CEQA. In the absence of such physical environmental impacts, CEQA does not require environmental documents to propose mitigation measures solely because a project is expected to generate parking shortfalls.

Pedestrian Impacts

The 2004 Transportation Study provided pedestrian weekday midday (1:30 pm to 3:00 pm) level-of-service analyses for the southern sidewalk of Ellis Street between Cyril Magnin and Mason, and for the western and southern crosswalks at the Mason/Ellis intersection. The sidewalk and two crosswalks close to the project site operate at LOS B.

The proposed project would generate approximately 252 net new pedestrian trips (144 walk trips and 108 transit trips). The 252 net new pedestrian trips would not be sufficient to increase level of service at the above sidewalk and crosswalks to levels worse than LOS B, and the sidewalk and crosswalks analyzed would continue to operate at LOS B. Therefore, the proposed project would not generate any significant pedestrian impacts.

Bicycle Impacts

The proposed project is not anticipated to have a significant impact on bicycle conditions in the area, as the estimated number of bicycle trips generated by this project would be low. The project would not remove or alter any existing cycling infrastructure. Thus, the proposed project is not anticipated to have a significant impact on bicycle conditions in the area.

The proposed project would provide seven bicycle parking spaces in the Building 2 garage and two bicycle parking spaces near the front entrance of Building 1. No bicycle parking space requirement applies to the proposed project; therefore, no conflicts in terms of bicycle parking provisions would occur.

Loading Impacts

The proposed project would include residential development and limited retail uses. Most of the project trips would be walk trips to and from the project site. Therefore, no passenger loading impacts, or cumulative passenger loading impacts, are anticipated to be generated by the proposed project.

Planning Code Section 152.1 requires residential buildings between 100,001 and 200,000 gsf to provide one off-street loading space. Building 1 would not be required to provide any off-street truck loading space because it is less than 100,000 gsf. Building 2 would be approximately 122,760 gsf, and it would be required to provide one off-street loading space. Building 1 and 2 combined would be required to provide one off-street loading space. An exception under *Planning Code* Section 161

would be required for Building 2 since no loading space would be provided. Building 1 and Building 2 combined would generate a loading demand for approximately 0.45 spaces during the average hour and 0.56 parking spaces during the peak hour. Since no loading spaces would be provided, it is possible that some delivery vehicles may double park along Mason Street to make deliveries. However, the anticipated loading demand would not result in significant impacts to loading conditions. The project sponsor would petition the Department of Parking and Traffic to designate a curb-side loading space to accommodate the loading demand.

Construction Impacts. Potential project construction impacts would include impacts associated with the delivery of construction materials and equipment, removal of construction debris, and parking for construction workers. The construction period is anticipated to take approximately 22 months per building. Construction of each building would either be simultaneous, partially simultaneous, or sequential, so that maximum construction time would be 44 months. Construction activities and materials and equipment staging are anticipated to be mostly contained within the project site. It is likely that sidewalk space along a portion of Mason Street (side of street) would be required for the majority of the construction period. In the event that sidewalk space is required for construction, the project sponsor would be required to apply for a Minor Sidewalk Encroachment Permit, per Section 723.2 of the San Francisco Public Works Code, to enhance accessibility in the public right-of-way by maintaining safe pedestrian walkways and entrances to buildings.

5. <u>Noise</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Increase substantially the ambient noise levels for adjoining areas?	—	<u>X</u>	<u>X</u>
b. Violate Title 24 Noise Insulation Standards, if applicable?	—	<u>X</u>	<u>X</u>
c. Be substantially impacted by existing noise levels?	—	<u>X</u>	—

The existing background noise levels in the project area are typical of noise levels in urban San Francisco. The primary source of noise in the vicinity of the project is traffic. Other sources of noise include construction of other projects within the vicinity of the project and other common urban noises such as idling engines, back-up alarms on delivery trucks, and exiting car alarms for pedestrians near exits to parking structures. The nearest sensitive receptors to the proposed project area are residents, hotel guests, community service recipients of nearby community centers, patrons of nearby commercial establishments, and employees on the project block and surrounding areas.

Construction Noise and Vibration

Construction activities for the proposed project would include demolition of the existing surface parking lots, excavation and hauling, the construction of the new buildings, and the renovation of an existing building. The construction activities would be temporary and intermittent. The construction period is anticipated to take approximately 22 months per building. Construction of each building would either be simultaneous, partially simultaneous, or sequential, so that maximum construction time would be 44 months.

Construction activities would likely cause temporary, substantial increases in noise levels but would be expected to occur for a duration of approximately 2 months or less for the noisiest construction activities (i.e., removal of the parking lot, paving, excavation, and foundation activities). In the event that pile driving is necessary, the project sponsor has agreed to implement Mitigation Measure 1a on p. 54 to reduce pile driving noise and vibration effects on adjacent structures.

All demolition and construction activities would be conducted in compliance with the San Francisco Noise Ordinance (Article 29, San Francisco Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA⁹ at a distance of 100 feet from the source. Impact tools, such as jackhammers, pile drivers, and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. The project sponsor has agreed to implement Mitigation Measure 1b on p. 55 to further reduce construction noise. Section 2908 of the Noise Ordinance prohibits construction work between 8:00 PM and 7:00 AM, if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. Construction activities would not occur within these hours. Compliance with the Noise Ordinance is required by law and would reduce any impacts on the environment to a less-than-significant level. In addition, noise impacts associated with construction activities would be temporary and therefore would not contribute to cumulative noise impacts. Thus, implementation of the proposed project would result in less-than-significant cumulative impacts related to construction noise.

⁹ Noise is measured in decibels (dB). The A-weighted sound level or “noise level” is referenced in units of dB(A). It has been developed because the human ear does not respond uniformly to sounds at all frequencies. A doubling of sound energy results in a 3.0 dB(A) increase in noise levels. A 5.0 dB(A) increase is readily noticeable to the human ear and the human ear perceives a 10.0 dB(A) in sound level to be a doubling of sound.

Traffic Noise

The proposed project would result in an increase in vehicle trips to the site, which could increase traffic noise levels at off-site locations. However, traffic volumes would have to double on adjacent streets in order to produce a noticeable increase in ambient noise levels. Traffic volumes, including cumulative traffic growth, would not be expected to double as a result of the proposed project; therefore, substantial increases in traffic noise levels would not be anticipated in the project area. Thus, the proposed project would result in a less-than-significant impact related to traffic noise.

Stationary Noise

The proposed project would include mechanical equipment, such as air conditioning units and chillers which could produce operational noise. This equipment would be subject to Article 29 of the San Francisco Noise Ordinance. Compliance with Article 29, Section 2909 would limit noise from building operations and substantial increases in the ambient noise level due to building equipment noise would not be anticipated. Therefore the project would not result in a substantial increase in noise from stationary sources. No significant noise impacts would occur.

Interior Noise

The proposed structures would be subject to the noise standards of Title 24 of the California Code of Regulations, which would provide interior noise levels of 45 dBA or lower for residential uses. The existing background noise levels at the project site are typical of noise levels in urban San Francisco. This existing noise would occasionally be noticeable within the proposed buildings. However, with standard construction systems the interior noise and the effect of existing noise levels on the proposed development would not be significant.

6. <u>Air Quality / Climate.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	—	<u>X</u>	<u>X</u>
b. Expose sensitive receptors to substantial pollutant concentrations?	—	<u>X</u>	<u>X</u>
c. Permeate its vicinity with objectionable odors?	—	<u>X</u>	—
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	—	X	<u>X</u>

Construction Emissions

Construction activities could generate dust (including PM₁₀ and PM-2.5¹⁰) primarily from “fugitive” sources (i.e., emissions released through means other than through a stack or tailpipe) and other criteria air pollutants¹¹ primarily from operation of heavy equipment construction machinery (primarily diesel operated) and construction worker automobile trips (primarily gasoline operated).

Fugitive dust emissions would vary from day to day, depending on the level and type of activity (particularly demolition and excavation and other earth moving), silt content of the soil, and the prevailing weather. Sources of fugitive dust during construction would include vehicle movement over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces. Without mitigation, construction activities could result in significant quantities of dust, and as a result, local visibility and particulate concentrations may be adversely affected on a temporary and intermittent basis during the construction period. In addition, the fugitive dust generated by construction would include not only PM₁₀, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts.

The Bay Area Air Quality Management District (BAAQMD), in its California Environmental Quality Act (CEQA) Guidelines, has identified a set of feasible PM₁₀ control measures for construction activities. The BAAQMD’s approach to analyses of construction impacts is to emphasize implementation of effective and comprehensive control measures rather than detailed quantification of emissions. The BAAQMD considers any project’s construction-related impacts to be less than significant if the required dust-control measures are implemented (see Mitigation Measure 2, p. 55, for the dust control measures).

Construction activities would also result in the emission of other criteria pollutants from equipment exhaust, construction-related vehicular activity and construction worker automobile trips. Emission levels for construction activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers. Criteria pollutant emissions of ROG and NO_x from these emission sources would incrementally add to the regional atmospheric loading of ozone precursors during project construction. The BAAQMD CEQA Guidelines recognize that construction equipment emit ozone precursors, but indicate that such emissions are included in the

¹⁰ Particulate matter less than 10 microns and 2.5 microns in diameter, respectively.

¹¹ Ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, and lead are the six criteria air pollutants identified by the U.S. Environmental Protection Agency pursuant to the federal Clean Air Act. They are called criteria pollutants because EPA has regulated them by developing specific public health- and welfare-based criteria as the basis for setting permissible levels.

emission inventory that is the basis for regional air quality plans. Therefore construction emissions are not expected to impede attainment or maintenance of ozone standards in the Bay Area.¹² The impact would be less than significant with implementation of Mitigation Measure 2, p. 55.

In light of the foregoing, air quality impacts related to construction would be less than significant with mitigation.

Operational Emissions

When the project is implemented, the daily emissions of air pollutants would increase due to the increased number of motor vehicle trips generated by the proposed project. The BAAQMD CEQA Guidelines identifies significance criteria to assist lead agencies in evaluating potential air quality impacts of projects. The City of San Francisco utilizes these criteria when evaluating proposed development projects and plans. As such, the proposed project may result in significant air quality impacts if it (1) causes localized carbon monoxide (CO) concentrations near congested intersections to exceed national and/or State standards or makes a cumulatively considerable contribution to CO concentrations that exceed standards, (2) generates new sources of operational emissions that generate 80 pounds per day of ROG, NO_x, or PM₁₀, or (3) generates objectionable odors affecting a substantial number of people.

The net increase in daily traffic emissions was calculated for the proposed project using the URBEMIS 2001 emissions model and the traffic volumes predicted for the proposed project. As discussed in Section III.B.4, Transportation, the proposed project would generate 59 peak hour trips. Based on the URBEMIS 2001 emissions modeling for the proposed project, emissions for ROG, NO_x, and PM₁₀ would be 4.86, 4.38, and 5.16 pounds per day, respectively. These emissions are substantially below the BAAQMD 80 pounds per day threshold for ROG, NO_x, and PM₁₀.

The BAAQMD recommends the use of CALINE4, a dispersion model for predicting CO concentrations, as the preferred method of estimating pollutant concentrations at sensitive receptors near congested roadways and intersections. None of the roadways or intersections adjacent to the project site would operate at a Level of Service (LOS) of D, E, or F (see Section III.B.4, Transportation) and would not be defined as congested under project or cumulative conditions. For the purpose of the currently proposed project, the analysis only reviews level of service at the four intersections on the project block. These intersections would be most affected by potential project

¹² Bay Area Air Quality Management District, BAAQMD CEQA Guidelines, *Assessing the Air Quality Impacts of Projects and Plans*, December 1999. Available on-line at: <http://www.baaqmd.gov/pln/ceqa/index.htm>.

traffic. Therefore, for the reasons stated above, the proposed project would have a less-than-significant impact as related to operations.

In regard to the project's contribution to cumulative air quality impacts, the BAAQMD has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the minimum size of a project that the BAAQMD considers capable of producing air quality problems. Table 6 of the BAAQMD CEQA Guidelines specifies that a project with a minimum of 510 residential dwelling units and 280,000 square feet of general office space would generate significant air quality emissions. Since the proposed project would provide 137 residential dwelling units and 5,779 gs of office and program space, the project would not exceed this minimum standard. In addition, no other projects are currently proposed for the project vicinity. Therefore, implementation of the proposed project would result in less-than-significant cumulative impacts to air quality.

Shadow Effects

Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from additional shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public parks and open spaces under the jurisdiction of the Recreation and Park Commission by any structure exceeding 40 feet in height unless the Planning Commission, in consultation with the General Manager of the Recreation and Park Department and the Recreation and Park Commission, finds the impact to be insignificant. The nearest public open space to the project site is Boeddeker Park, which is about one block west of the project block. Shadows cast by the proposed buildings would not reach the park due to the existing buildings between Boeddeker Park and the project site.¹³

Other shading on streets and sidewalks in the vicinity created by the project would not increase the total amount of shading above levels which are common and generally accepted in urban areas. Overall, the proposed project would not have significant shadow effects.

Wind Effects

Section 148 of the City *Planning Code* establishes specific comfort and pedestrian hazard criteria to be used in the evaluation of wind effects from proposed buildings in certain areas of the City including the

¹³ Based on shadow calculations for the Glide Residential Development project by Adam Noble, CADP, Inc., in August 2005. The calculations are available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, Suite 500.

C-3 districts, which would apply to the proposed project. Wind speeds of 11 miles per hour (mph) or more exceed the *Planning Code's* pedestrian comfort level. Wind speeds of 26 mph or more exceed the *Planning Code's* hazard criterion. Several factors can influence ground-level wind speeds and turbulence, including a building's exposure, massing, and orientation.

- Exposure is a measure of the degree to which the building extends above surrounding structures into the wind stream. A building that is surrounded by taller structures is not likely to cause adverse wind accelerations at ground level, while even a small building can cause wind problems if it is freestanding and exposed.
- Massing is the overall shape of a building. Massing is important in determining wind impact because it controls how much wind is intercepted by the structure, a factor that directly determines wind acceleration, and whether building-generated wind accelerations occur above-ground or at ground level. In general, slab-shaped buildings have the greatest potential for wind problems. Buildings that have an unusual shape or utilize set-backs have a lesser effect. A general rule is that the more complex the building is geometrically, the lesser the probable wind impact at ground level.
- Orientation determines how much wind is intercepted by the structure. In general, buildings that are oriented with their wide axis across the prevailing wind direction will have a greater impact on ground-level winds than a building oriented with its long axis along the prevailing wind direction.

Project-specific impacts are described in this section. The discussion regarding project specific impacts is based on a Wind Impact Evaluation.¹⁴ This evaluation is based on a wind tunnel analysis done for the project as it was originally proposed, which was substantially larger in scale than the current proposal.¹⁵ The proposed project is not anticipated to have effects on wind, either adverse or beneficial. While portions of the project would extend above upwind buildings, and would therefore intercept prevailing wind (which blows from a northwest to west-southwest direction), any resulting wind acceleration would be elevated above the roofs of existing structures. Also, proposed decks would be sheltered from prevailing wind as they would be located in the interior of the block.

The proposed project would not be expected to affect conditions related to the *Planning Code* wind hazard criterion. The locations of existing hazardous wind exceedances are a substantial distance upwind from the proposed project and are unlikely to be affected by the proposed project. The

¹⁴ Wind Impact Evaluation of the Glide Residential Project, San Francisco, January 30, 2006. This document is available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, Suite 500.

¹⁵ Wind Tunnel Analysis for the Proposed Glide Pavilion Mixed-Use Project, San Francisco, June 2003. This document is available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, Suite 500.

proposed project would not affect the Ellis Street, Eddy Street or Taylor Street frontages of the project block where existing exceedances of the hazard criterion occur. Therefore, based on consideration of the exposure, massing, and orientation of the proposed project buildings, the project would not have a significant adverse effect on hazardous winds.

7. <u>Utilities / Public Services.</u> Could the project:		<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.	Breach published national, state or local standards relating to solid waste or litter control?	—	<u>X</u>	<u>X</u>
b.	Extend a sewer trunk line with capacity to serve new development?	—	<u>X</u>	<u>X</u>
c.	Substantially increase demand for schools, recreation or other public facilities?	—	<u>X</u>	<u>X</u>
d.	Require major expansion of power, water, or communications facilities?	—	<u>X</u>	<u>X</u>

Solid Waste

The proposed project would increase the demand for solid waste services. Residents at the project site would be expected to generate approximately 343 pounds (lbs) of solid waste per day, and approximately 125,013 lbs per year.¹⁶ The office uses, as well as the café, would be expected to generate about 79 lbs of solid waste per day, and approximately 28,835 lbs per year. The classroom/community room would be expected to generate about 48 lbs of solid waste per day, and approximately 17,520 lbs per year. The proposed project's total uses would thus be expected to generate about 470 lbs per day, or about 171,368 lbs per year of solid waste. However, this increase would not be in excess of amounts expected and provided for in the project area, and would not be expected to have any substantial effect on landfills. No national, state, or local solid waste standards would be violated. Therefore, the proposed project would result in a less-than-significant impact related to solid waste generation.

¹⁶ City and County of San Francisco, *Solid Waste Generation Study*, October 1992, pages 4-12 (obtained from City and County of San Francisco Planning Department, *Mission Bay Subsequent Environmental Impact Report*, 96.771E, Mission Bay Solid Waste Generation at Build-Out, Table L.2, September 17, 1998, SCH No. 97092068). Residential solid waste generation is equal to 2.5 lbs per residential unit per day x 137 units = 343 lbs per day or about 125,013 lbs per year. Retail/office solid waste generation is equal to 2.0 lbs. per 100 gsf per day x 3,932 gsf = about 79 lbs per day or about 28,835 lbs per year. Classroom/community room uses (similar to educational/public institutional) waste generation is equal to 0.5 lbs per person per day x 96 visitors = 48 lbs per day or 17,520 lbs per year. Total solid waste generation would be about 469.5 lbs per day, or about 171,367.5 lbs per year.

According to the California State Integrated Waste Management Act of 1989, San Francisco is required to adopt an integrated waste management plan, implement a program to reduce the amount of waste disposed, and have its waste diversion performance periodically reviewed by the Integrated Waste Management Board. Reports filed by the San Francisco Department of the Environment showed the City generated 1.88 million tons of waste material in 2002. Approximately 63 percent (1.18 million tons) was diverted through recycling, composting, reuse, and other efforts while 700,000 tons went into landfill. The diversion percentage increased from the 52 percent reported in 2001.¹⁷

Solid waste generated in San Francisco is transported to, and disposed of at, the Altamont Landfill in Alameda County. The Altamont Landfill has a permitted peak maximum daily disposal of 11,150 tons per day and is currently operating at approximately 4,000 to 5,000 tons per day. An expansion of the landfill was approved by the county in 2000 and construction is expected to begin in 2006. This expansion will substantially increase Altamont Landfill's capacity to accommodate future waste generation by the landfill's existing clients including the City and County of San Francisco. While increased residential and commercial growth that would be made possible by the project would incrementally increase total waste generation from the City, the increasing rate of diversion through recycling and other methods would result in a decreasing share of total waste that requires deposition in the landfill. Given this, and given the expansion of Altamont Landfill anticipated to be started in 2006, the project would not result in this or any other landfill exceeding its permitted capacity, and the project would result in a less-than-significant impact.

Wastewater

The project site is served by San Francisco's combined sewer system, which handles both sewage and storm water runoff. The project site is served by the Southeast Water Pollution Control Plant, located near Third Street and Evans Avenue.¹⁸ The proposed project would be connected to existing sewer lines and would be expected to substantially increase wastewater generation at the site due to the 137 new residential units and office space, the classroom/community room, the café, and the lounges with showers and toilets. However, the City's combined wastewater and storm system has capacity to service the proposed project. Construction of new sewer trunk lines would not be necessary because

¹⁷ City Controller's Office, "San Francisco Community Indicators: Physical Environment," May 2004. Available on the internet at: http://www.sfgov.org/wcm_controller/community_indicators/physicalenvironment/recycling/recycling.htm

¹⁸ San Francisco Public Utilities Commission website, http://sfwater.org/orgDetail.cfm/MO_ID/48, accessed January 21, 2003.

the project area is already adequately served by existing sewer infrastructure. Therefore, no significant impact on wastewater treatment capacity is expected.

Other Public Utilities

The proposed project would result in an increase of up to approximately 304 residents and a net increase of up to 43 employees at the project site. As a result, there would be an incremental increase in the demand for and use of water, communication, and other public utilities, but not in excess of amounts expected and provided for by the existing utility infrastructures. The proposed project would result in a less-than-significant impact related to these other public utilities.

Public Schools

The San Francisco Unified School District (SFUSD) provides public primary and secondary education in the City and County of San Francisco. The nearest elementary school would be Tenderloin Elementary located at 627 Turk Street, about six blocks southwest of the project site. The nearest middle school is Francisco Middle School at 2190 Powell Street, about 1.5 miles north of the project site. The nearest high school would be Newcomer High School located at 2340 Jackson Street, about 2 miles northwest of the project site.¹⁹ The SFUSD is currently not a growth district and facilities throughout the City and County are underutilized. No construction of schools is planned near the project site.²⁰ An increase in students associated with the proposed project would not substantially change the demand for schools. Underutilized schools may require rehabilitation to accommodate these additional students. No new facilities are expected to be needed to accommodate the students. The proposed project would thus result in a less-than-significant impact to schools.

Recreation

There are no public recreational facilities on the project site. The nearest public open space to the project site is Boeddeker Park, which is about one block west of the project site and Union Square, four blocks northeast of the project site. Other open space near the project site includes Hallidie Plaza (one block southeast of the project site). An increase of approximately 304 residents would not be a substantial increase in the overall population of this area of San Francisco. In addition, the proposed

¹⁹ San Francisco Unified School District website, <http://portal.sfusd.edu/template/sfusd.cfm>, accessed January 15, 2003.

²⁰ San Francisco Redevelopment Agency and the City and County of San Francisco Planning Department, *Mid-Market Redevelopment Plan Draft EIR*, September 28, 2002, 2002.0805E, page 180. This document is available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, Suite 500.

project would provide common and private open space according to Section 135 of the *Planning Code*, which establishes a minimum amount of usable open space for dwelling units and group housing. Building 1 would require approximately 2,016 sf of open space if all private, or 2,681 sf of common usable open space (if substituted for private). Building 1 would provide 2,682 sf of common usable open space, and would thus meet the requirement. Building 2 would require approximately 2,916 sf of open space if all private, or 3,878 sf of common usable open space (if substituted for private). Building 2 would meet the 3,878 sf requirement for common usable open space. The existence of nearby public open spaces as well as the project's private and common open space areas and community service spaces would provide adequate open space for project residents. Therefore, impacts resulting from an increase in demand for recreation or other public facilities would be less than significant.

Police and Fire Protection Services

The existing building and uses at the project site presently receive police and fire protection services. The project would create additional residents, employees and visitors and would create an increase in demand for fire and police services in the area. Although the project could increase the number of calls received from the area, the increase in responsibilities would not likely be substantial in light of the existing demand for police and fire protection services. In addition, the proposed project would help improve the project area, reduce prevalent blight and provide community services. These physical improvements are expected to lessen illegal activities in the project area through the introduction of new residents, community services, and an improved pedestrian environment. Furthermore, any increase in demand would not require the construction of any new police or fire prevention facilities. For these reasons, the proposed project would result in a less-than-significant impact to police and fire protection services.

Utilities and Communications

The project site is already served by power and communication facilities. Although utilities would be replaced throughout the site, the new buildings would tap into the existing power and communications grids. Therefore, no new power or communications facilities would be necessary as a result of project implementation, and the proposed project would result in a less-than-significant impact related to electricity.

8. <u>Biology</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	—	<u>X</u>	<u>X</u>
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	—	<u>X</u>	<u>X</u>
c. Require removal of substantial numbers of mature, scenic trees?	—	<u>X</u>	—

The project site is currently completely covered by paved parking lots and does not support or provide habitat for any known rare and threatened or endangered species of wildlife or vegetation. No other important biological resources exist on the project site. Therefore, the project would have no significant biological impacts.

9. <u>Geology / Topography</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	—	<u>X</u>	<u>X</u>
b. Change substantially the topography or any unique geologic or physical features of the site?	—	<u>X</u>	<u>X</u>

The Community Safety Element of the *San Francisco General Plan* contains maps that show areas subject to geologic hazards. The project site is located in an area subject to ground shaking from earthquakes along the San Andreas Fault, approximately 8 miles southwest of the project site, and the Northern Hayward Fault, approximately 12 miles northeast of San Francisco (Maps 2 and 3 in the Community Safety Element). The project site is in an area of liquefaction potential (Map 4 in the Community Safety Element), and is in a Seismic Hazards Study Zone designated by the California Geological Survey (formerly the California Division of Mines and Geology). The project site is not in an area subject to landslide, seiches or tsunami run-up, or reservoir hazards (Map 5, 6, and 7 of the Community Safety Element).

A geotechnical report was prepared for the original proposal by Treadwell & Rollo in 2003.²¹ The scope of the geotechnical investigation covered an area much larger than the project site and therefore addresses conditions on the current project site. The soil beneath the site consists of heterogeneous fill

²¹ Treadwell & Rollo, *Geotechnical Consultation, Pavilion Mixed-Use Development, San Francisco, California*, March 17, 2003, page 4. This document is available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, Suite 500.

consisting of medium stiff sandy clay and loose to medium dense sand, clayey sand and silty sand with varying gravel content, located approximately 5.5 to 14.5 feet below ground surface. The fill contains various amounts of rubble and debris, including pieces of brick, concrete, and burnt wood. The fill is underlain by layers of sand with clay. The depth to the top of dense Colma sand ranges from approximately 19 to 24 feet below ground surface (bgs). Groundwater is at approximately 32.5 feet below existing grade. The project site slopes down southward approximately 6 percent, from a maximum elevation of approximately 46 feet above SFD at the northwest corner of the project site to a minimum elevation of approximately 35 feet above SFD at the southeast corner of the project site.

Based on the Treadwell & Rollo report, there are no major issues that would preclude development of the site as planned. The primary geotechnical issues to be considered during planning and design are underpinning of the existing buildings that are adjacent to the proposed buildings and selection of an appropriate foundation system for the building. The maximum depth of excavation would be approximately 12 feet at the Building 1 site and approximately 14 feet 6 inches below existing grade at the Building 2 site. A total of approximately 4,138 cubic yards of soil would be excavated for the project. Engineered fill would be used to regrade the site as needed. The potential presence of groundwater on the site is discussed below on p. 44.

The proposed project would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. To ensure compliance with all San Francisco Building Code provisions regarding structural safety, the Department of Building Inspection (DBI), in its review of the project's building plans, will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking. Therefore, potential damage to structures from geologic hazards on the project site would be mitigated through Building Code requirements of the project's building permit applications.

Background information provided to DBI would provide for building construction measures which would ensure the security and stability of adjoining properties as well as the subject property during construction. As these procedures are required under existing DBI rules, no geotechnical mitigation measures are needed to avoid significant environmental impact through the environmental review process. In addition, any changes incorporated into the foundation design required to meet the San Francisco Building Code standards that are identified as a result of the DBI review process would constitute minor modifications of the project and would not require additional environmental analysis.

The project would not significantly alter the topography of the site, or otherwise affect any unique geologic or physical features of the site. Therefore, the proposed project would result in a less-than-significant impact related to geology and topography.

10. <u>Water</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Substantially degrade water quality, or contaminate a public water supply?	—	<u>X</u>	<u>X</u>
b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	—	<u>X</u>	<u>X</u>
c. Cause substantial flooding, erosion or siltation?	—	<u>X</u>	<u>X</u>

Water Supply

Until recently, all large-sized proposed projects in San Francisco subject to CEQA review were required to obtain a water supply assessment from the San Francisco Public Utilities Commission (SFPUC). In May 2002, the SFPUC adopted a resolution finding that the SFPUC's Urban Water Management Plan (UWMP) adequately fulfills the requirements of the water assessment for water supply and wastewater treatment and capacity, as long as the project is covered by the demand projections identified in the UWMP.²² The SFPUC's UWMP 2000 update²³ is based upon the Association of Bay Area Government's (ABAG) Year 2000 Projections, which includes all known or expected development projects in San Francisco through 2020. The proposed project is represented in ABAG's 2020 projections and consequently included in the UWMP. Thus, the proposed project would not substantially increase existing water demand or wastewater generation beyond expected and provided levels.

²² City and County of San Francisco, Public Utilities Commission, Resolution No. 02-0084, May 14, 2002.

²³ The San Francisco Public Utilities Commission SFPUC will be updating the City and County of San Francisco UWMP in order to submit the revised plan to the California Department of Water Resources by December 31, 2005. The 2005 UWMP update is not available as of the preparation of this document.

Groundwater Resources

The project site would be excavated to a maximum of 12 feet below existing grade at the Building 1 site and 14 feet 6 inches below the existing grade at the Building 2 site. Based on the geotechnical report prepared for the project site, the water table is at approximately 32.5 feet below existing grade and approximately 36 feet at the deepest level below ground surface.²⁴ Since the project would not include excavation to about this depth, it is not likely that dewatering would be required. Furthermore, any groundwater encountered during construction would be subject to the requirements of the San Francisco Industrial Waste Ordinance (Ordinance No. 199-77), requiring that groundwater meet specified standards before being discharged into the sewer system. The Bureau of Environmental Regulation and Management (BERM) of the Department of Public Works must be notified if the project would require dewatering. Should dewatering be necessary, Mitigation Measure 3 on p. 55 would be implemented to treat groundwater prior to discharge to the combined sewer system, and reduce impacts related to groundwater to less-than-significant levels. Groundwater analysis may be required before discharge. The results of site samples and chemical analyses performed as part of previous Phase I investigations at the project site indicate the soil and groundwater within the vicinity of the sample locations may be affected by contaminants in concentrations above environmental regulatory levels of concern. The potential for groundwater contamination is addressed below, under Section 12, Hazards.

Should dewatering be necessary, the final geotechnical report that would be required to be completed as part of Mitigation Measure 7, p. 61, would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the geotechnical report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, DBI would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring.

Groundwater monitoring wells and/or instruments would be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

²⁴ Treadwell & Rollo, *Geotechnical Consultation, Pavilion Mixed-Use Development, San Francisco, California*, March 17, 2003. This document is available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, Suite 500.

No use of groundwater currently exists on the site and the proposed project does not include groundwater extraction. Therefore, groundwater resources would not be substantially degraded or depleted, and the project would not interfere substantially with groundwater recharge.

The project site is completely covered by impervious surfaces. The proposed project would cover the site with buildings or impervious surfaces. The project would not substantially affect the area of impervious surface at the site or alter site drainage. Project-related wastewater and storm water would continue to flow to the combined sewer system. Construction would include grading and excavation, which might result in soil erosion or loss of topsoil. Incorporation of Mitigation Measure 3 on p. 55 would reduce the impact due to soil erosion or loss of topsoil to a less-than-significant level. During construction, requirements to reduce erosion would be implemented pursuant to California Building Code Chapter 33, Excavation and Grading. During operations, the project would comply with all local wastewater discharge requirements. The project sponsor has also agreed to implement Mitigation Measure 3 on p. 55, to reduce the potential water quality effects of dewatering.

In conclusion, the proposed project could result in significant adverse impacts on surface water due to potential for soil erosion into the City's combined sewer system. However, implementation of Mitigation Measure 3 on p. 55 would reduce potential impacts to less-than-significant.

11. <u>Energy / Natural Resources</u> . Could the project:		<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.	Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	—	<u>X</u>	<u>X</u>
b.	Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	—	<u>X</u>	<u>X</u>

The proposed project would increase energy use at the project site due to the increased intensity of on-site uses. The project would meet current State and local codes concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the Department of Building Inspection. For this reason, it would not cause a wasteful use of energy. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would result in a less-than-significant impact to energy and natural resources.

12. <u>Hazards</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	—	<u>X</u>	<u>X</u>
b. Interfere with emergency response plans or emergency evacuation plans?	—	<u>X</u>	<u>X</u>
c. Create a potentially substantial fire hazard?	—	<u>X</u>	<u>X</u>

A Phase I Environmental Site Assessment (ESA) of hazardous materials was prepared for the project site on April 14, 2003.²⁵ Findings of the Phase I ESA are available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, 5th Floor, and are summarized in this section.

Hazardous Materials Use

Regarding the potential for public health hazards, the proposed project would involve the development of residential housing, classroom facilities, café and office spaces, and parking uses that would require relatively small quantities of hazardous materials for routine activities. The proposed development would likely handle common types of hazardous materials, such as paints, cleaners, and solvents. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. For these reasons, routine hazardous materials use in residential housing, classroom facilities, café and office spaces, and parking uses would not pose any substantial public health or safety hazards related to hazardous materials.

Soil and Groundwater

Soil and groundwater conditions at the project site were investigated in the Phase I ESA. The results of site samples and chemical analyses performed as part of previous Phase I investigations on portions of the project site indicate that the soil and groundwater within the vicinity of the sample locations may be affected by contaminants in concentrations above environmental regulatory levels of concern. Soil samples collected as part of subsequent subsurface investigations contained detectable levels of petroleum hydrocarbons (e.g., diesel and waste oil), and lead at concentrations exceeding the US EPA Region IX Preliminary Remediation Goals for residential uses. Additional sampling and analysis of

²⁵ Treadwell & Rollo, *Phase I Environmental Site Assessment, Pavilion Mixed-Use Development, San Francisco, California*, April 14, 2003. This document is available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, Suite 500.

these substances at the site is recommended because soil excavation is required as part of the construction phase of this project.

Geotechnical investigations of the groundwater at the site indicate that the groundwater level is approximately 32.5 feet below existing grade and approximately 36 feet at the deepest level below the surface.²⁶ Excavation would reach a maximum of 12 feet below existing grade at the Building 1 site and 14 feet 6 inches below existing grade at the north end of the Building 2 site. Excavation for the proposed project is not expected to impact groundwater because the water table is well below the proposed depth of excavation. However, in the event that groundwater is encountered, and dewatering would be necessary, Mitigation Measure 3 on p. 55 would be implemented to reduce impacts related to groundwater to less-than-significant levels. No significant human exposure to chemicals in the groundwater is expected at the project site as no current or future beneficial uses of groundwater at the site are anticipated and the proposed existing buildings would cover approximately 100 percent of the ground level of the site with either asphalt or concrete. In addition, the project site is located at a significant distance (more than 1.25 miles) from the San Francisco Bay. Since no untreated water would be discharged in the Bay, adverse impacts of the chemicals in the groundwater to the aquatic community in the Bay are anticipated to be insignificant.

As additional sampling and analyses of petroleum hydrocarbons and lead at the site has been recommended by the Phase I ESA, the project sponsor has agreed to implement Mitigation Measure 4 (4a through 4d) to further characterize soil and groundwater conditions (see pp. 55-56). As described in the mitigation measure, if additional environmental studies conclude that soil and groundwater conditions could pose significant human health or safety hazards, a Site Safety and Health Plan would be prepared pursuant to California Division of Occupational Safety and Health requirements and National Institute for Occupational Safety and Health guidance to ensure worker safety. Under these requirements, the Site Safety and Health Plan would need to be prepared prior to initiating any earth-moving activities at the site. The plan would contain policies and procedures to protect site workers from potential health and safety impacts related to contaminated soil and groundwater. The plan would apply to all site activities through the completion of earthwork construction. It would include specific training requirements and personal protection equipment for on-site workers. The Site Safety and Health Plan is not required to include measures to minimize the potential for public exposure. The project sponsor has agreed to implement Mitigation Measure 4 (4a through 4d, pp. 55-56) to minimize

²⁶ Treadwell & Rollo, *Geotechnical Consultation, Pavilion Mixed-Use Development, San Francisco, California*, March 17, 2003. This document is available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, Suite 500.

the potential public exposure to any potential hazard at the site related to existing or future use of the project site.

Historical records indicate that none of the lots contain underground storage tanks (UST). However, if UST's were to be found during construction, Mitigation Measure 4 includes the removal of any suspect USTs prior to site development (see pp. 55-56). Therefore, hazards associated with historical USTs is considered a less than significant impact.

Fire Safety and Emergency Access

San Francisco ensures fire safety through provisions of the Building Code and Fire Code. Existing buildings are required to meet standards contained in these codes. The proposed project would also conform to these standards, which may include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hydrant water pressure and emergency access) would be addressed during the permit review process.

With implementation of the mitigation measures identified on pp. 55-57, potential health and safety issues related to existing and future hazardous materials use, contaminated soil and groundwater, potentially hazardous building components, and fire safety and emergency access would be less-than-significant.

13. <u>Cultural Resources</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	—	<u>X</u>	<u>X</u>
b. Conflict with established recreational, educational, religious or scientific uses of the area?	—	<u>X</u>	<u>X</u>
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	—	<u>X</u>	<u>X</u>

Archaeological Resources

An archaeological research design and treatment plan (ARD/TP)²⁷ was prepared for the project site and area in April 2003. The ARD/TP discusses the prehistoric, historical, and natural formation contexts of the project area, evaluates the potential for archaeological resources to be present that would be eligible for listing in the California Register of Historic Resources (CRHR) and develops treatment and testing strategies for expected archaeological resources that are identified.

The ARD/TP identified prehistoric archaeological resources as an expected archaeological resource within the project area due to the number of prehistoric sites, such as shellmounds and human burials, that have been previously encountered within a critical range of the project site, and due to the magnitude and depth of proposed soils disturbance. Expected prehistoric resources within the project site would potentially be eligible to the CRHR and thus would be significant.

A number of historic property uses have been documented within the project area since the mid 19th century. A variety of commercial, residential and industrial activities characterized the Market Street region throughout the mid-to-late 19th century. Prominent among these are a Chinese laundry, restaurants, saloons, and livery stables, and a variety of shops. After the Earthquake and Fire of 1906, several large hotels, along with new restaurants and saloons, were constructed in areas surrounding the project; several of these structures are still standing today. The ARD/TP concludes that potentially CRHP-eligible archeological resources from the Gold Rush Period through the 19th century may be present within the project site. These expected historical archaeological resources, if present and possessing sufficient scientific integrity, would potentially be able to address research questions regarding ethnicity and boundary maintenance and Victorian consumption preference patterns and, thus, would be eligible for listing in the CRHR under Criterion D.

The project would excavate the site to a maximum depth of about 12 feet for Building 1 and 14 feet 6 inches for Building 2. Thus, the proposed project could potentially disturb or destroy expected archaeological resources of the prehistoric period or of the latter 19th century. Since those archaeological resources have been potentially determined to be eligible to the CRHR because of their potential to provide significant scientific or historical information, data recovery of these expected resources, if encountered, would reduce the effects of the project to a less-than-significant level. Based

²⁷ Archeo-Tec, *Archaeological Research Design and Treatment Plan, Pavilion Mixed-Use Development Project, City and County of San Francisco*, April 2, 2003. This document is available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, Suite 500.

on archival evidence, this excavation may disrupt or adversely affect historic resources or historic archaeological resources.

Mitigation Measure 5 on pp. 57-60 would reduce any potentially significant disturbance, damage, or loss of archaeological resources to a less-than-significant level. Mitigation Measure 5 requires implementation of an archaeological testing program and submittal of a final Archaeological Testing Plan (ATP) for approval by the ERO prior to any soils disturbing activities by the proposed project, as well as an Archaeological Monitoring Program to reduce impacts on resources that may be encountered during project construction.

Historic Architectural Resources

An historic resources evaluation report was prepared for the proposed project by Carey & Company in February 2006.²⁸ The project site contains surface parking lots, and therefore no historic properties lie within the project site. However, there are an eligible historic district and historic properties in the vicinity of the project site.

The San Francisco Apartment Hotel Historic District (District) is considered a unique concentration of apartment hotels that were built during the reconstruction of downtown San Francisco after the 1906 Earthquake and Fire. The district was nominated to the National Register of Historic Places (NRHP) in February 1983 by historian Anne Bloomfield. Due to property owners' objections, the district was not officially listed in the NRHP. Nonetheless, the identified district appears eligible for listing on the NRHP. The district, as nominated, contained 28 blocks roughly bounded by Taylor, Larkin, Turk, and Bush Streets with irregular extensions to include contiguous concentrations of contributing buildings on 29 additional City blocks. As a district considered eligible for listing on the National Register, the proposed Apartment Hotel Historic District is automatically listed in the California Register of Historical Resources (CRHR). A portion of the project block is within this eligible district. The project site itself is not within the original district boundary.

The area of potential effect (APE) for the proposed project includes the project site plus a total of 13 adjacent structures, including those structures across Ellis Street and Mason Street from the project site. Because the project site contains no structures, the project's potential to affect significant historic and architectural resources would be limited to its potential affect on adjacent properties. In addition to

²⁸ Carey & Co. Inc., *Initial Study Historic Resources Evaluation Report, Glide Mixed-Use Project*, February 12, 2006. This document is available for public review at the San Francisco Planning Department, 1660 Mission Street, Suite 500, by appointment, as part of project file Case No. 2002.1077E.

the Apartment Hotel District nomination discussed above, buildings in the vicinity of the project site were surveyed between 1974 and 1976 as part of a City-sponsored inventory of architecturally significant buildings. The inventory assessed the architectural significance of 10,000 surveyed structures from the standpoint of overall design and particular design features. Both contemporary and older buildings were included and each building was numerically rated according to its overall architectural significance. The ratings ranged from a low of "0" to a high of "5". Factors considered included architectural significance and urban design context. Two properties within the APE are rated 0 (including the 225 Ellis Street building), five properties are rated 1, and one property is rated 2. No properties within the APE are rated 3 to 5.

The proposed project would be constructed directly adjacent to five historic resources, including 225 Ellis Street, 231 Ellis Street, 233 Ellis Street, 128-132 Eddy Street, and 144 Eddy Street. In addition, four other nearby historic resources could be affected by development of the proposed project; these nearby properties include 160 Eddy Street, 124 Mason Street, 140 Mason Street and 111 Mason Street. Detailed descriptions of each historical resource are provided in the *Historic Resources Evaluation Report*. A brief description of the adjacent historic resources is provided below.

225 Ellis Street. This three-story commercial and residential building houses the Globe Trotter's Inn on the upper floors, and formerly housed a bar and restaurant in the ground floor, which is currently vacant. Sanborn maps indicate this building was constructed after the 1906 earthquake and fire, approximately 1910. The architect was Smith O'Brien, who also designed the adjacent building at 231 Ellis Street. Its height, materials, fenestration pattern, cornice configuration, and ground-story commercial space make it a clear example of the apartment hotel building type and its high level of physical integrity place it on par with nearby contributors to the proposed San Francisco Apartment Hotel Historic District. However, this property is not within the original boundaries of the district. As the proposed district has not yet been formally listed on the National Register, its boundaries could be re-drawn to include the 225 Ellis Street building.

231 Ellis Street. This is a three-story commercial building. Sanborn maps indicate this building was constructed soon after the 1906 earthquake and fire, in approximately 1910, as the Burns Hammam Turkish Baths. The architect was Smith O'Brien, who also designed the adjacent building at 225 Ellis Street. Near the proposed San Francisco Apartment Hotel Historic District, this building's design complements neighboring apartment hotel buildings while its history as a community support element (public baths) parallels that of the proposed district's churches, union halls, and club buildings. However, this property is not within the original boundaries of the District. As the proposed district

has not yet been formally listed on the National Register, its boundaries could be re-drawn to include the building at 231 Ellis Street.

233 Ellis Street. This two-story garage was constructed around 1920. This building's function and design make it similar to the garage structures noted as contributors to the proposed San Francisco Apartment Hotel Historic District. However, this property is not within the original boundaries of the district. Since the proposed district has not yet been formally listed on the National Register, its boundaries could be re-drawn to include the building at 233 Ellis Street.

128-132 Eddy Street. This four-story structure is currently known as the Crystal Hotel, originally known as The Gotham Lodgings. It was designed by Charles R. Wilson and built in 1908. This building's design and integrity qualifies it as a good example of the apartment hotel type and as a contributor to the proposed San Francisco Apartment Hotel Historic District.

144 Eddy Street. This property is currently known as the Empress Hotel, constructed in 1907. The designer is unknown. This building's design and integrity qualifies it as a good example of the apartment hotel type and as a contributor to the proposed San Francisco Apartment Hotel Historic District.

Pursuant to CEQA Guidelines Section 15064.5, a project would have a significant effect if it would cause a substantial adverse change in the significance of a historical resource. A "substantial adverse change" is defined by CEQA Guidelines Section 15064.5 as "demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired." Because the project site currently consists of surface parking lots and is not located within an historic district or identified as a district contributor, the project site would not be considered an historic resource pursuant to CEQA. Therefore, demolition of the existing surface parking lots would not constitute an adverse impact.

The proposed project would introduce new components in proximity to the existing and potentially-expanded proposed San Francisco Apartment Hotel Historic District. The new buildings would be contemporary in design, thus differentiating the proposed project from the historic buildings in the District.

The highest building, the 129-foot-tall tower component of Building 2, would be setback from Mason Street with its long dimension extending west into the middle of the block. The eight-story Building 1 would also front on Mason Street, across from the Renaissance Parc 55 Hotel. The massing would

step down from its highest point at the middle of the block, to a building height of eight stories and would be consistent in height with existing structures in the proposed historic district (two to six stories). The eight-story portion of Building 1 is about the same height as 111 Mason Street and 144 Eddy Street, both of which are six stories. (This is due to the fact that the older buildings have higher ground-floor heights.)

Nearby, the Hilton Hotel has several towers of varying height, the tallest of which is 46 stories. The 14-story Building 2 would also be across Mason Street from the Nikko Hotel (25 stories), and Renaissance Parc 55 Hotel (32 stories). As these structures are much taller than Building 2, the proposed project would provide a transition from taller structures to the scale of the District.

The proposed project would provide infill development on existing parking lots. The project would include the continuous street-level facades that characterize the neighborhood. The project as proposed would not substantially change the elements of the proposed historic district's overall setting which are important in defining its historic character, including the street pattern, relationship of the buildings to the street/sidewalk, and relationship of the buildings to each other. Visually, the proposed project would act as a transition between the smaller-scaled buildings in the proposed District and the taller existing hotels. The proposed project itself would not adversely alter the physical characteristics of the proposed historic district that convey its historical significance and justify its eligibility for inclusion in the California Register of Historical Resources.

As discussed above, the proposed project would be constructed adjacent to five historic resources, which could result in potentially significant adverse effects from construction activities, including vibrations from excavation. This could affect the five historic resources that are immediately adjacent to the proposed project (225 Ellis Street, 231 Ellis Street, 233 Ellis Street, 128-132 Eddy Street, and 144 Eddy Street), as well as four other historic resources located at 160 Eddy Street, 124 Mason Street, 140 Mason Street, and 111 Mason Street. The project sponsor would implement Mitigation Measures 6 and 7 on pp. 60-61, which would reduce potential construction impacts on historical architectural resources to a less-than-significant level.

After construction of the project, the proposed residential structures would act as a backdrop to the existing three-story building at 225 Ellis Street. A Revised Historic Resource Evaluation Response to the Carey & Company report was prepared by the Planning Department on the January 25, 2006.²⁹ According to the response, the proposed project would be compatible with the scale of the District,

²⁹ Adam Light, San Francisco Planning Department, Memorandum: *Revised Historic Resource Evaluation Response*, January 25, 2006.

although substantially higher than the 225 Ellis Street building. Building sizes vary in height throughout the District. The proposed buildings are massed such that they are similar in scale at the street frontage plane to many contributory buildings throughout the District, and thus would be compatible with the District and the 225 Ellis Street building. However, without an appropriate design treatment, including proper fenestration, clad, and color, there is the potential that the proposed buildings could overpower the existing scale of the historic resource at 225 Ellis Street. The project sponsor would implement Mitigation Measure 8 on p. 61, which would reduce potential impacts on 225 Ellis Street to a less-than-significant level.

C. OTHER

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1. Require approval of permits from City Departments other than the Department of City Planning or Bureau of Building Inspection or from Regional, State or Federal Agencies?	<u>X</u>	—	—

D. MITIGATION MEASURES

	<u>Yes</u>	<u>N/A</u>	<u>No</u>
1. Could the project have significant effects if mitigation measures are not included in the project?	<u>X</u>	—	—
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	—	—	<u>X</u>

The following are mitigation measures are required to reduce potential impacts to less than significant. The project sponsor has agreed to implement all of the following measures as part of the project.

Mitigation Measure 1. Construction Noise

- a. Prior to receiving a building permit, the project sponsor shall require its geotechnical engineering contractor to conduct a pre-construction assessment of existing subsurface conditions and to determine the structural integrity of nearby buildings subject to pile driving impacts. If recommended by the geotechnical engineer, the project sponsor shall require ground-borne vibration monitoring for structures or facilities within 50 feet of pile driving.

The project sponsor shall require its construction contractor to use noise-reducing pile driving techniques, if nearby structures are subject to pile driving noise and vibration. These techniques include pre-drilling pile holes (if feasible, based on soils) to the maximum feasible depth, installing intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible, and installing shrouds around the pile driving hammer where feasible.

- b. The project sponsor shall require project construction contractor(s) to pre-drill holes to the maximum depth feasible on the basis of soil conditions. Contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices.

Mitigation Measure 2. Air Quality / Climate

- a. In accordance with the BAAQMD CEQA Guidelines, the project sponsor shall require the contractor(s) to spray the site with water during demolition, excavation and construction activities, spray unpaved construction areas with water at least twice per day, cover stockpiles of soil, sand, and other material, cover trucks hauling debris, soil, sand or other such material, and sweep surrounding streets during demolition, excavation and construction at least once per day to reduce particulate emissions.
- b. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions from equipment that would be in frequent use for much of the construction period.

Mitigation Measure 3. Water Quality

- a. In the event that dewatering becomes necessary, the project sponsor shall follow the recommendations of the geotechnical engineer or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the Department of Public Works, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer system.

In the event that dewatering becomes necessary, groundwater pumped from the site shall be retained in a holding tank to allow suspended particles to settle, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works to reduce the amount of sediment entering the combined sewer system.

- b. The project sponsor shall require the general contractor to install and maintain sediment traps in local storm water intakes during construction to reduce the amount of sediment entering the combined sewer system, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works.

Mitigation Measure 4. Hazards

In addition to local, state, and federal requirements for handling hazardous materials, USTs, and soil and groundwater containing chemical contaminants, the project sponsor shall enter into a remedial action agreement with the Department of Public Health pursuant to Health and Safety Code Section 101480 et seq. At a minimum, the project sponsor shall undertake the following work and any additional requirements imposed by the Department of Public Health under the agreement.

- a. A Phase II investigation shall be performed to evaluate soil and groundwater quality at the site as a result of former operations at the site and in the site vicinity. Soil and groundwater all should be evaluated for the presence of petroleum hydrocarbons, metals, volatile organic compounds (VOCs), and semi-VOCs (SVOCs). Chlorinated solvents in groundwater shall also be analyzed due to former and existing dry cleaners in the project vicinity.
- b. A Site Mitigation Plan shall be developed to address contaminated soil and/or groundwater, USTs or other hazardous materials identified during the Phase II investigation or subsequent demolition activities.

If deemed necessary, all impacted materials shall be mitigated prior to construction. Soils with elevated petroleum hydrocarbon or lead concentrations may require excavation and off-site disposal. Soils with elevated petroleum hydrocarbon or lead concentrations shall be disposed of off-site in accordance with California hazardous waste disposal regulations (CCR Title 26) or shall be managed in place with approval of the California Department of Toxic Substances Control (DTSC) or the Regional Water Quality Control Board (RWQCB).

If the Phase II assessment results in earth-moving activities that require the preparation of a Site Safety and Health Plan because contaminated soils and/or groundwater may be encountered; in addition to measures that protect on-site workers, the plan shall include measures to minimize public exposure to contaminated soils. Such measures would include dust control, appropriate site security, restriction of public access, and posting of warning signs, and would apply from the time of surface disruption through the completion of earthwork construction.

- c. Any identified USTs shall be removed from the property and disposed of in accordance with applicable regulations. Soil beneath the UST shall be visually inspected for soil and/or groundwater contamination. If contamination is detected, the impacted materials shall be tracked and managed throughout the construction phase. If deemed necessary, impacted materials shall be mitigated prior to construction.
- d. All reports and plans prepared in accordance with this mitigation measure shall be provided to the San Francisco Department of Public Health and any other agencies identified by the Department of Public Health. When all hazardous materials have been removed from the existing building, and soil and groundwater analysis and other activities have been completed, as appropriate, the project sponsor shall submit to the San Francisco Planning Department and the San Francisco Department of Public Health (and any other agencies identified by the Department of Public Health) a report stating that the mitigation measure has been implemented. The report shall describe the steps taken to comply with the mitigation measure and include all verifying documentation. The report shall be certified by a Registered Environmental Assessor or a similarly qualified individual who states that all necessary mitigation measures have been implemented.

Mitigation Measure 5. Archaeological Resources

Based on a reasonable presumption that archaeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archaeology. The archaeological consultant shall undertake an archaeological testing program as specified herein. In addition, the consultant shall be available to conduct an archaeological monitoring and/or data recovery program if required pursuant to this measure. The archaeological consultant's work shall be conducted in accordance with this measure and with the requirements of the project archaeological research design and treatment plan (Archeo-Tec, Archeological Research Design and Treatment Plan, Pavilion Mixed-Use Development Project, City and County of San Francisco, April 2, 2003) at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. In instances of any inconsistency between the requirements of the project archaeological research design and treatment plan and of this mitigation measure, the requirement of the latter shall prevail. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archaeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archaeological Testing Program. The archaeological consultant shall prepare and submit to the ERO for review and approval an archaeological testing plan (ATP). The archaeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archaeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archaeological testing program will be to determine to the extent possible the presence or absence of archaeological resources and to identify and to evaluate whether any archaeological resource encountered on the site constitutes an historical resource under CEQA.

An Archaeological Testing Plan (ATP) has been prepared by the project sponsor in consultation with the ERO, subject to review and approval of the ERO.³⁰ The conclusions/recommendations in the ATP are as follows:

1. Field Excavation

- a. Test trenches, involving approximately 39 mechanical test trenches in areas slated for subsurface disturbance and in other areas where potential subsurface historic period cultural resources of significance could exist.

2. Backfilling and Restoration

³⁰ Archeo-Tec, *Archaeological Research Design and Treatment Plan, Pavilion Mixed-Use Development Project, City and County of San Francisco*, April 2, 2003. This document is available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, Suite 500.

3. Laboratory Procedures

- a. Laboratory facilities, Archeo-Tec's facility will be used for basic laboratory analysis and other analysis will be contracted to specialized laboratories.

Prior to undertaking the pre-construction archaeological testing program and following completion of project design and foundation plans, the archaeological consultant shall submit a finalized Archaeological Testing Plan (ATP) to the ERO for approval. The finalized ATP shall incorporate demographic data concerning former residential and commercial occupants of the project site, obtained from U.S. Census population schedules and other sources to determine appropriate testing locations with respect to the ability of the expected resource to address the research questions of the ARD/TP.

At the completion of the archaeological testing program, the archaeological consultant shall submit a written report of the findings to the ERO. If based on the archaeological testing program the archaeological consultant finds that significant archaeological resources may be present, the ERO in consultation with the archaeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archaeological testing, archaeological monitoring, and/or an archaeological data recovery program. If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- a. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archaeological resource; or
- b. A data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archaeological Monitoring Program. If the ERO in consultation with the archaeological consultant determines that an archaeological monitoring program shall be implemented the archaeological monitoring program shall minimally include the following provisions:

- The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archaeological consultant shall determine what project activities shall be archaeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archaeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with project archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits;

- The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archaeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archaeological monitor has cause to believe that the pile driving activity may affect an archaeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archaeological resources are encountered, the archaeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archaeological Data Recovery Program. The archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan (ADRP). If an archaeological resource is discovered and the ERO determines data recovery is the only suitable treatment, then an ADRP must be prepared as described below. The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archaeological consultant shall submit a draft ADRP to the ERO. The ADRP is required by CEQA. It is a resource-specific plan that shows why data recovery is being done and how the data recovery will be carried out. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ADRP shall identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project (i.e., in this case, the entire project site). Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical.

The scope of the ADRP includes the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archaeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archaeological resource from vandalism, looting, and non-intentionally damaging activities.

- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archaeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archaeological Resources Report. The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Mitigation Measure 6. Historic Resources

The project sponsor shall prepare or cause to be prepared a plan setting forth the procedures to protect historic resources and monitoring method to be used by the contractor while working near these buildings during the construction period to make sure that construction activities and any associated vibration would not damage the historic buildings. At a minimum, the plan shall address operation of construction equipment near adjacent historic buildings, storage of construction materials away from adjacent properties, and education/training of construction workers about the significance of the historic resources around which they would be working.

Mitigation Measure 7. Historic Resources

One or more geotechnical investigations by a California-licensed geotechnical engineer shall be included as part of the project. The project sponsor and its contractors shall follow the

recommendations of the final geotechnical reports regarding any excavation and construction for the project. The project sponsor shall ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors the adjacent buildings for damage during construction, if recommended by the geotechnical engineer. The pre-construction survey would be carried out by a historical architect and structural engineer meeting the qualification standards set forth by the Secretary of the Interior (The Secretary of the Interior's Proposed Historic Preservation Professional Qualification Standards. Posted June 12, 1997 by the National Park Service.)

If dewatering were necessary, the final soils report shall address the potential settlement and subsidence impacts of this dewatering. Based on this discussion, the soils report shall determine whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey were recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Instruments shall be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge shall be used to halt this settlement. The project sponsor shall delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street shall be born by the project sponsor.

If dewatering were necessary, the project sponsor and its contractor shall follow the geotechnical engineers' recommendations regarding dewatering to avoid settlement of adjacent streets, utilities, and buildings that could potentially occur as a result of dewatering.

The project sponsor and its contractor shall follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside the shoring itself. Shoring systems shall be modified as necessary in the event that substantial movements are detected.

Mitigation Measure 8: Historic Resources

The project sponsor shall prepare designs for the north elevations that would respect the scale of the adjacent historic resource (225 Ellis Street) through the use of changes in plane, fenestration, clad, and darker colors (such as rust, dark green, brown, or charcoal), or several contrasting darker colors on the northern wall so that it visually recedes in relation to 225 Ellis Street, which is of a dark red brick color. 225 Ellis Street is clad in red brick and the use of a lighter color on the new structures may cause them to appear larger in scale than the existing building. The design treatment shall be presented to Planning Department staff for review and approval.

IMPROVEMENT MEASURES

Improvement measures would reduce impacts considered not to be significant.

Improvement Measure 1: Transportation

The project sponsor shall apply to petition to the Department of Parking and Traffic for a designated curb-side loading space (white zone) to accommodate the loading demand.

Improvement Measure 2: Transportation

Any construction traffic occurring between 7:00 AM and 9:00 AM or between 3:30 PM and 6:00 PM would coincide with peak hour traffic and could impede traffic flow. The impact of lane closures and construction traffic would decrease the capacity of streets and slow the movement of traffic (including MUNI buses). To the extent possible, truck movements shall be limited to the hours between 9:00 AM and 3:30 PM to minimize disruption of the general traffic flow on adjacent streets.

The project sponsor and construction contractor(s) shall meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, and the Planning Department to determine feasible traffic mitigation measures to reduce traffic congestion and pedestrian circulation impacts during construction of the project. In addition, to ensure that construction activities do not impact MUNI bus stops or routes in the area, the project sponsor shall coordinate with MUNI's Chief Inspector prior to construction.

E. MANDATORY FINDINGS OF SIGNIFICANCE

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	—	<u>X</u>	<u>X</u>
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	—	<u>X</u>	<u>X</u>
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	—	<u>X</u>	<u>X</u>
4. Could the project cause substantial adverse effects on human beings, either directly or indirectly?	—	<u>X</u>	<u>X</u>

F. ON THE BASIS OF THIS INITIAL STUDY

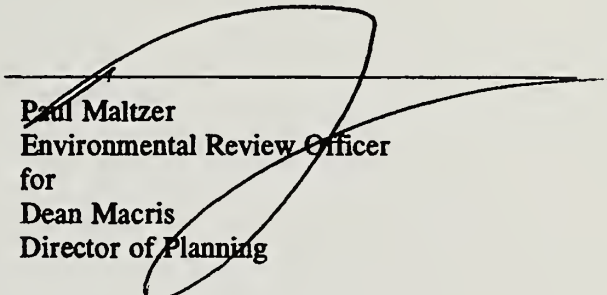
I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. —

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A MITIGATED NEGATIVE DECLARATION will be prepared. X

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. —

March 16, 2006

Date


Paul Maltzer
Environmental Review Officer
for
Dean Macris
Director of Planning

